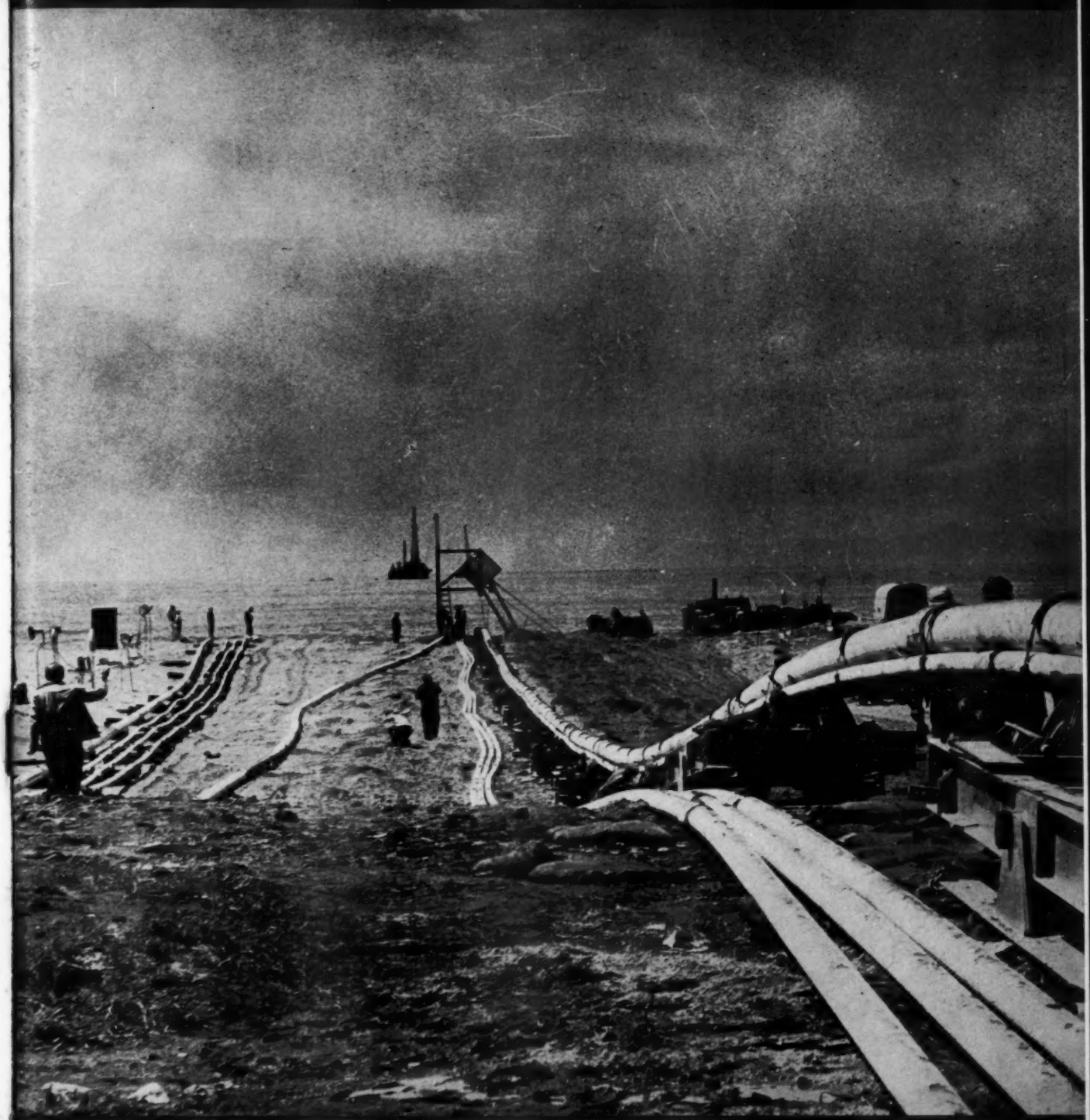
Offshore

The Marine Oil OPERATION

New Areas, Old Times
See Pages 15, 9



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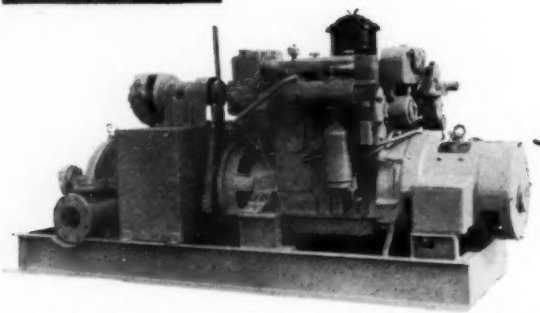

Combination Diesel Generator and Fire Pump Unit. One GM Engine driving a 25 KW Generator and a Pump which delivers 500 GPM at 100 psi. This unit was installed in a large tug.

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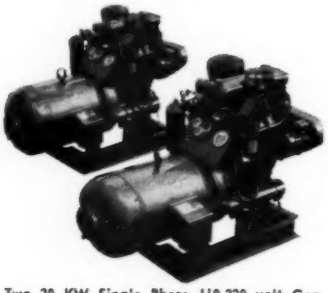

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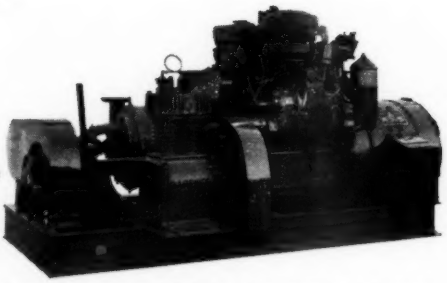

Combination 20 KW DC Diesel Generator Set with clutch drives for Gardner Denver Air Compressor and Bilge Pump ready for shipment and installation in 65' tug.

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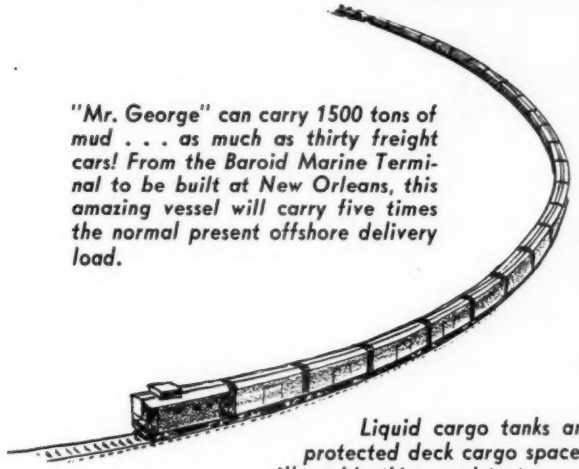
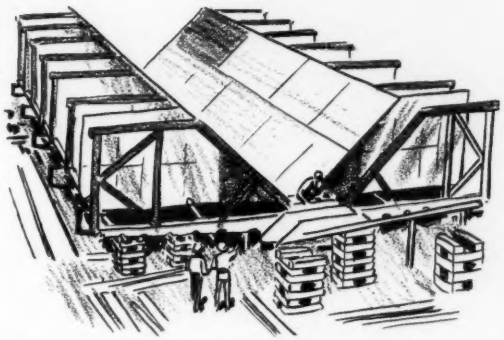
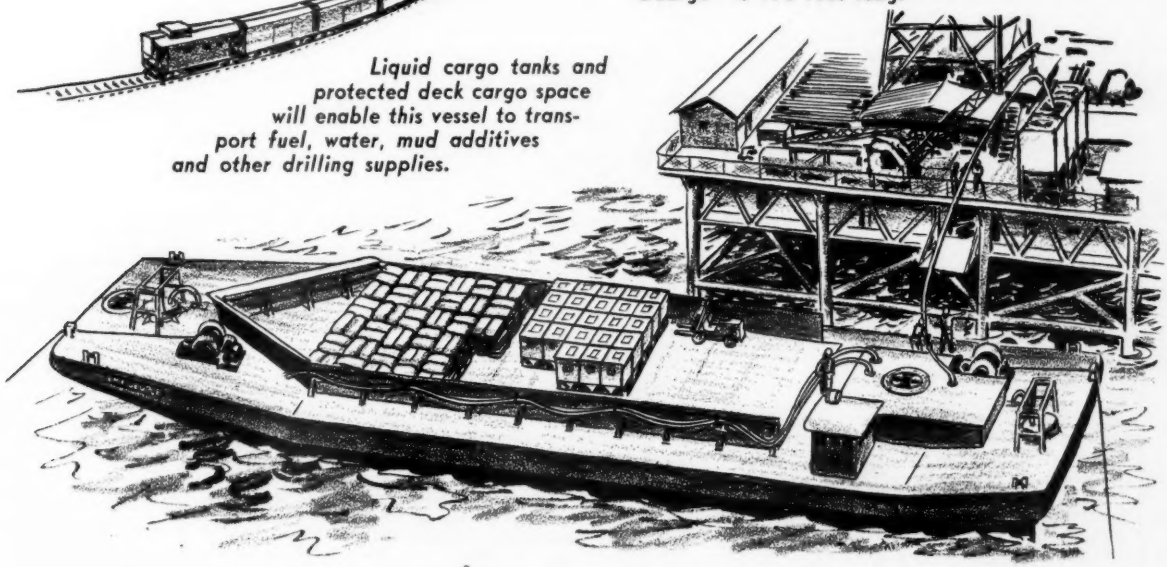


"Mr. George" can carry 1500 tons of mud . . . as much as thirty freight cars! From the Baroid Marine Terminal to be built at New Orleans, this amazing vessel will carry five times the normal present offshore delivery load.



Now being built for Louisiana Gulf Coast service is Baroid's big offshore delivery vessel, the "George L. Ratcliffe." First giant vessel ever built solely for offshore mud service, the "Mr. George" is 196 feet long!

Liquid cargo tanks and protected deck cargo space will enable this vessel to transport fuel, water, mud additives and other drilling supplies.



Giant outboard motors and 6,000-lb. anchors combine to maneuver and hold the vessel in delivery position without touching the rig. Patterned after Navy methods of refueling at sea, the "Mr. George" will pump 50 tons of dry bulk Baroid an hour through 200 feet of hose.

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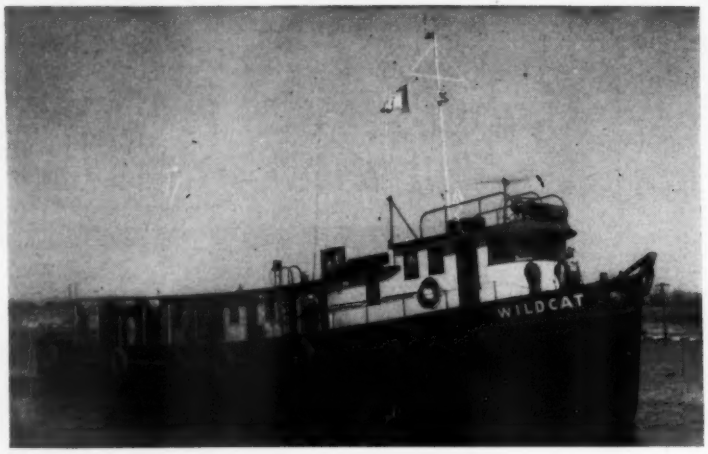

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Oil Man's Calendar

1956

JANUARY

10-12 Kentucky Petroleum Marketers Assn. (30th annual meeting), Brown Hotel, Louisville, Ky.

19-20 National Industrial Conference Board, Commodore Hotel, New York, N. Y.

25-26 Northwest Petroleum Association (annual convention), Nicollette Hotel, Minneapolis, Minn.

30-Feb. 3 American Institute of Electrical Engineers (1956 Winter general), Statler Hotel, New York, N. Y.

FEBRUARY

22-23 Iowa Independent Oil Jobbers Association, Inc. (convention), Fort Des Moines Hotel, Des Moines, Iowa

24 Natural Gasoline Association of America (regional meeting), Lincoln Hotel, Odessa, Texas

27-29 American Association of Petroleum Geologists (Rocky Mountain Section convention), Auditorium, Denver, Colo.

MARCH

7-9 AMERICAN PETROLEUM INSTITUTE (Division of Production, Southern District Meeting), Plaza Hotel, San Antonio, Texas

12-16 National Assn. of Corrosion Engrs. (annual convention), Statler Hotel, New York, N. Y.

19-21 Mid-West Gas Assn., Hotel Fontenelle, Omaha, Nebr.

19-21 Western Petroleum Refiners Association (annual meeting), Plaza Hotel, San Antonio, Texas

20-22 Ohio Petroleum Marketers Assn., Inc. (Spring Convention & Trade Exposition), Deshler-Hilton, Columbus, Ohio

21-23 AMERICAN PETROLEUM INSTITUTE (Division of Production, Southwestern District Meeting), Texas Hotel, Fort Worth, Texas

APRIL

1-4 American Institute of Electrical Engrs. (Southwest District No. 7), Dallas, Texas

19-21 Gas Appliance Manufacturers Assn. (annual meeting), The Greenbrier, White Sulphur Springs, W. Va.

23-25 Southern Gas Assn. Convention, Dallas, Texas

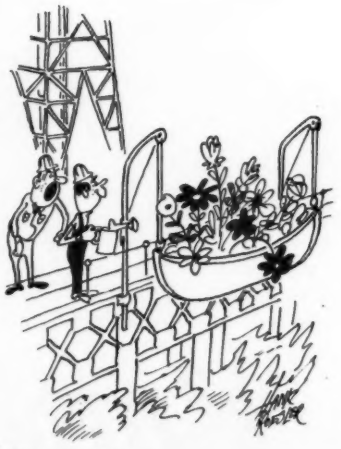
MAY

2-4 American Institute of Electrical Engrs. (Northeastern District No. 1), Rochester, N. Y.

6-9 Liquefied Petroleum Gas Assn. (Convention and Trade Show), Conrad Hilton Hotel, Chicago, Ill.

14-16 AMERICAN PETROLEUM INSTITUTE (Annual Pipe Line Conference), Shamrock Hotel, Houston, Texas

14-17 AMERICAN PETROLEUM INSTITUTE (Division of Refining, 21st midyear meeting), Montreal, Canada



"OK, Stupid! Comes an emergency, then what?"

Way offshore . . .

With the Publisher

WE HAVE lately been presented with some weird and wonderful ideas.

Like tunneling out under the Gulf and drilling oil wells from huge underground rooms. Or maybe slicing a submarine in half and plopping the best half down over a cantilevered rig set right on the ocean floor. The latter is a rough engineering description, but passable.

Now, we are unprepared to debate the relative merits of either scheme. If someone wants to go to the rather expensive and time-consuming trouble of excavating tunnels and tremendous underground rooms out under the Persian Gulf, Pacific, Gulf of Mexico, etc., we'll stand by and spit on our hands while they do the work.

Similarly, we'd view with animated interest any attempt to drill an oil well from the S.S. (meaning **submerged** under the **sea**) Sunken Derrick. But having done a little digging ourselves—both of ditches and for oil—we are prepared to make an unsolicited statement.

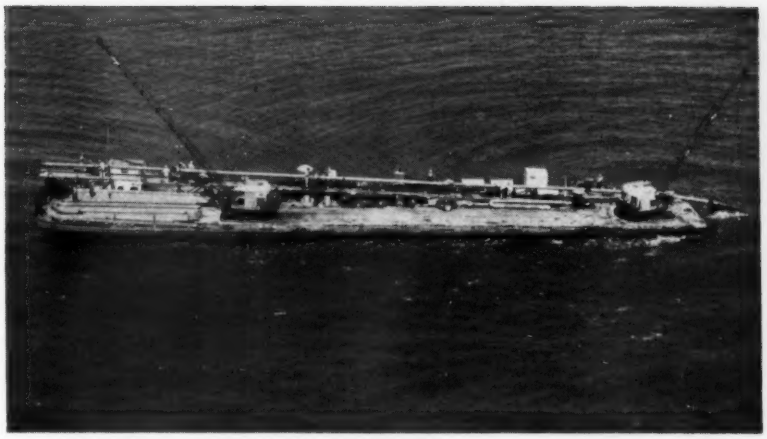
We wouldn't be caught dead in that hole-in-the-ground, or that underwater dingus!

When something happens (which it does now and then) we'd like to have some running room or at least some swimming water. Somehow, it seems more sporting that way. And we've got a hunch our rather narrow-minded view is shared by quite a few roughnecks, derrickmen, drillers and other tin-hat folk.

Of course, we hate to discourage inventors. "Jules Verne" ideas for underwater drilling make corking good newspaper copy. And when you consider this fabulous business, you realize that ideas that seemed fantastic just ten short years ago are now in common use offshore.

In fact, it's fantastic that nine mobile deep-water drilling units are now under construction—twice as many as there were in existence just fifteen months ago!

Long John Latham



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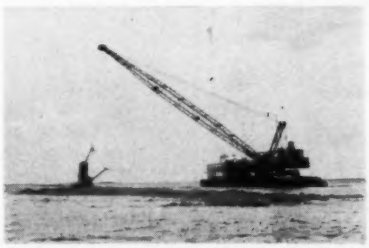

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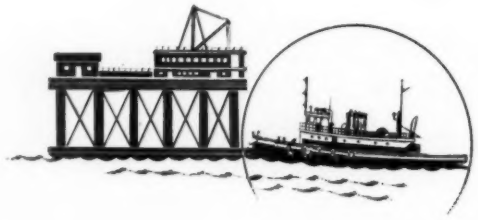

With years of experience serving the distant reaches of the Gulf, Crescent leads the way in providing fast, dependable towing facilities for the oil and gas industry's expanding offshore operations.

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This Month Offshore

Overwater Oil's Home Town 9
New Strat Drilling Technique 11
Texas Auctions 23,679 Acres 13
Two Tracts Bring $2 Million 14
New Offshore Areas Designated 15
Interior Asks Lease Suggestions 16
Offshore Company No. 3 Delivered 19
Mooring of Drilling Tenders 21
Conversion Halves Construction Time 25
Diesel-electric Rig Saves Space 26
CATC Gets Producer in 97-foot Water 41
Dual Strike Makes 581 Barrels Daily 41
Deep Production Record Threatened 43

News from the Shipyards

Zapata Accepts Tripod Unit 31
First Diesel-electric Tender Ordered 31
Fort Worth Firm To Go Offshore 32
Delta, Kerr-McGee Order Units 32
Tulsa Firm Orders Tender 33
CATC To Get Fifth Tender 33

Service Company News

Mid-Continent Promotes Four 35

Departments and Features

Way Offshore With The Publisher 4
Mobile Rigs 28
Drilling Tenders 29
Self-Contained Platforms 30
Service Personalities 35
New Equipment 37
Exploration 41
Offshore Locations, Completions 44
Advertisers' Index 49
Slush Pit 50

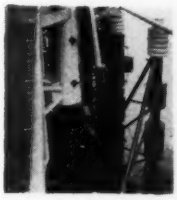
Cover by Jack W. Hale, courtesy Collins Construction Co. Scene shows multiple underwater pipelines being laid to drilling island off Long Beach, California.

Photo credits:

Gulf Oil Corporation—page 10; Standard Oil Company of California—page 11; Brown & Root, Inc.—page 13; Jack Beech—page 19; Magnolia Petroleum Company—page 19; Ingalls Shipbuilding Corporation—page 25; Electro-Motive Division, General Motors Corp.—pages 26, 27; Zapata Off-Shore Company—page 31; Jack Beech—page 13.

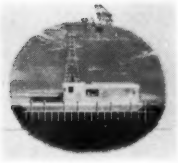
A Caddo Lake Story 9

$10 worth of nails and bolts, a bubbling lake, King of France, all made overwater history



New Rig from Old 25

Kerr-McGee saved more than half a year by converting inland barge for offshore

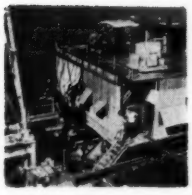


Snug Little Nest 19

Magnolia plans to float a drilling barge onto a piling structure, sink it, and save money

?? 21

The circular object at right is not an Aztec sacrificial stone, but it's still unpleasant



To Save Space 26

A diesel-electric rig is used by Phillips on its Block 184 platform, 40 miles offshore

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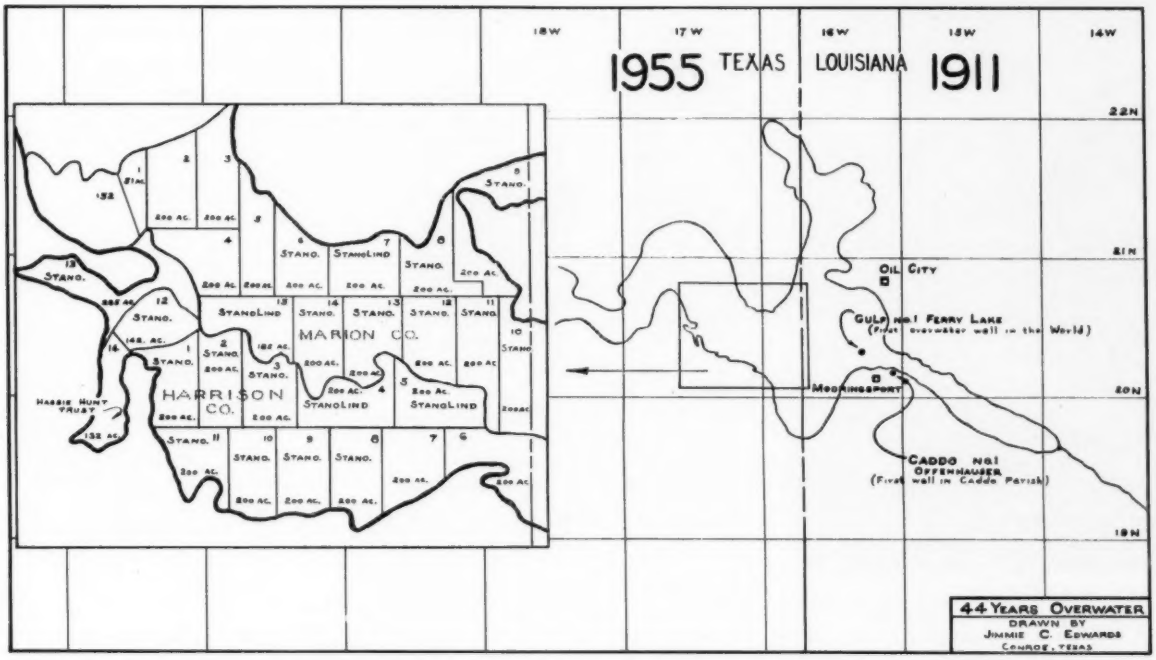


A December lease sale opened the Texas side of Caddo Lake, site of first overwater operations, to drilling. (See page 13)

Overwater Oil's Home Town

An imaginative Gulf Refining Company employee started overwater drilling in a two-state lake way back in 1911

NO COMPANY could ever hope to set a distance-from-shore or depth-of-water record in Caddo Lake, 20 miles north of Shreveport.

But a more significant—and great deal less transient—over water mark was made in the lake shortly after the century turned. The alligator-, snake-, and catfish-infested lake is, in fact, the site of the first overwater oil well—which, incidentally, did quite well in the 36 years it produced.

To be concise, Gulf Refining Company finaled its Number 1 Ferry Lake as the first overwater well in the world in May, 1911, making 450 barrels of oil per day. It quit producing in 1947 at 486,693 barrels.

Bless its old cypress-piling platform, it was a good 'un, and it wouldn't be right not to tell the whole story.

The whole story, naturally, involves the King of France, some disappointing water wells, a bubbling lake, a ship's log, $10 worth of nails and bolts, a lease sale bid preceded by a footrace preceded by a call to Pittsburgh, and that question of federal vs. state ownership which seems to crop up regularly in offshore operations.

Caddo Lake splits, or is split by, the boundary between Texas and Louisiana. It sprawls over 150,000 acres and has 65 miles of winding river running through its mostly-ten-foot-deep waters.

An amber paradise . . . . To quote a travel book, "silent amber water in sluggish bayous, tortuous sloughs, and hidden lakes change to tossing whitecaps in the wide expanse of Caddo's main body. . . . Along half-sunken shorelines are giant cypress." The lake is also described as a "fisherman's paradise," with rare 800-pound Opelousas catfish among the cherubs.

As early as 1870 lakeside dwellers had noticed something jumping besides the catfish — bubbles of gas coming from the lake bottom. (Later an oil scout ingeniously traced a seep across the lake by setting fire to vapors rising from the water.)

And settlers frequently complained when gas appeared in newly dug water wells.

In 1905 a local firm drilled successfully for oil near Mooringsport, on the Louisiana side of the lake. The Caddo Lake Oil & Pipeline Company No. 1 Offenhauser went to 1,556 feet, and production got as high as 300 BOPD.

During the 1955 Oil Progress Week a granite monument was

(Continued on next page)

. . . Cypress piling and wooden slush pits . . .

Gulf Refining Company representatives on hand for the dedication of a monument commemorating the 50th anniversary of Caddo Parish oil. Left to right are B. W. Blanpied, zone exploration manager; I. R. Graves, office manager; and M. S. Redden, zone clerk for the exploration department.

erected to honor early day oil operators in Caddo Parish, as well as commemorate subsequent oil-important dates.

Number 1 Offenhauser started a boom, and in a few brief years producers on three sides of the lake made it obvious there was oil in the lake.

The Ring Closes . . . It took a Gulf Refining Company employee, H. A. Melat, to come up with the idea which made lake drilling possible. Melat was drilling superintendent for Gulf, working with W. B. Pyron, the Louisiana production chief for the firm and Frank Chalk, Pyron's assistant.

Melat suggested a rig on pilings, with 50-barrel wooden tanks for slush pits and drilling materials to be barged in from the Mississippi and Red Rivers. Pyron relayed the idea to Pittsburgh headquarters, where it was considered far-fetched.

Nevertheless, when the Caddo Levee Board held a lease sale on the Caddo Lake bed in 1910 Pyron went to it. Fifteen minutes before bidding he called Pittsburgh. After arguing several minutes he got permission to bid—just 90 seconds before time. His offer of $30,000 bonus and $70,000 in royalties was accepted and gusher after gusher was the result of his short telephone call and sprint to the auction.

The fleet . . . Gulf's offshore fleet for the historic try consisted of a floating piledriver, three tugs, ten barges, and 26 small boats. The company cut lake-rimming cypress trees for piling and made slush pits of wood.

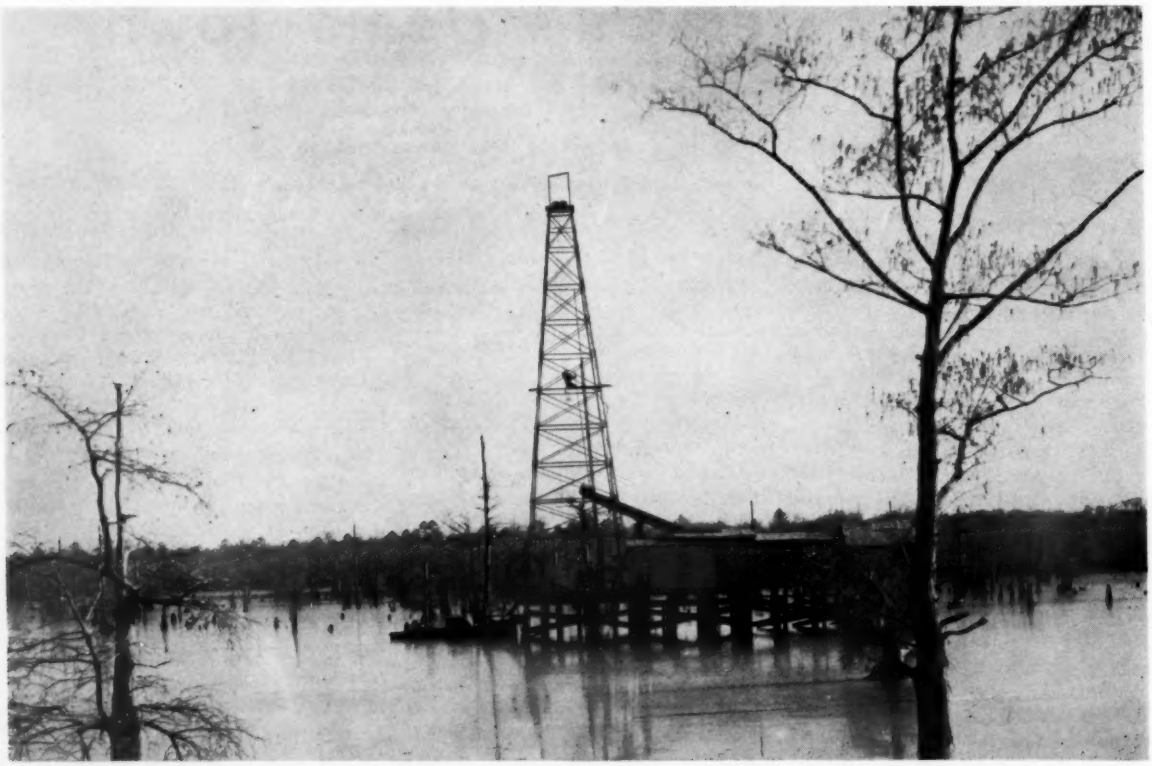
Cost of Number 1 Ferry Lake and subsequent Caddo Lake cypress-platform operations was about $15,000. Which included: Platform and piling cost, $1,500 (lumber at $20 a thousand, with 12,000 feet needed, piling from the lake shore); teaming and barging $500; and drilling equipment $1,300.

Plus a charge of about $10 for nails and bolts.

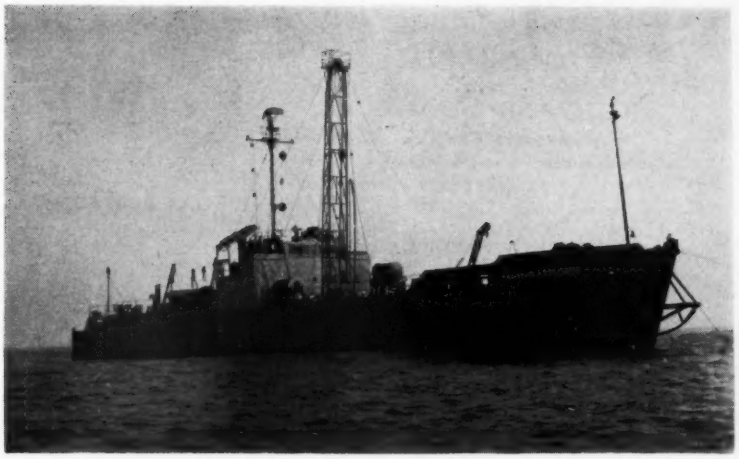
A personnel breakdown follows: men to hammer down pilings, 5; men to build rig, 5; men to do maintenance, 4; and drilling crew, 4. A driller got $200 a month, hands got $3 a day.

Once oil was found it was gathered in wooden tanks at the derrick

(Continued on page 18)



Scene in Caddo Lake showing Gulf Refining Company pumper set on cypress piling. The lake averages 10 feet deep.



The WESTERN EXPLORER at work in 200 feet of water. The 55-foot drilling mast is mounted just forward of the bridge.

New Strat Drilling Method

Standard Oil Company of California making hole in water 200 feet deep using converted LSM, equipment adaptations

A CONVERTED LSM (landing ship medium) and some special adaptations are being used by Standard Oil Company of California in a revolutionary new technique for stratigraphic drilling offshore.

The company is carrying on the stratigraphic drilling offshore from California in water to 200 feet deep —using only the anchored barge and undersea landing and blow-out prevention equipment.

A 10-foot diameter hole is cut through the barge hull forward of the bridge at the ship's center. Through it, a 7,000-foot rig drilling with 2 5/8-inch drill tubing and using a 55-foot mast operates.

Adaptations . . . Features which make the technique possible include:

1) A torque converter added in the hoisting power train.

2) Gimbal mounting of the rotary table in the axis of the barge to offset most rolling.

3) Hydraulic drive of the rotary and the pipe tongs by the torque converter pump, to permit more flexible, cushioned rotation of the drill tubing.

4) Small diameter rubber hydraulic lines which connect the ocean floor blow-out prevention equipment to the control manifold.

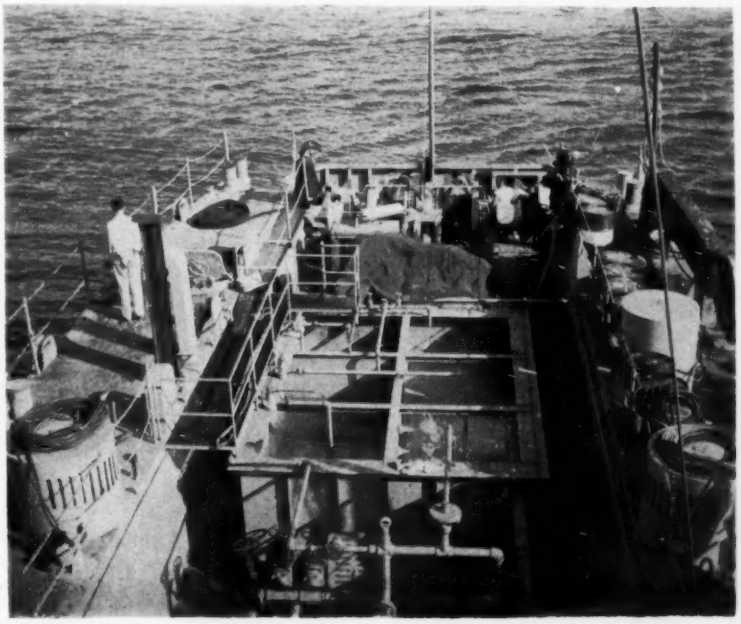
5) Bumper subs in the drill string.

An experienced driller is said to have no difficulty keeping the bit on bottom, and with experience he can adjust the torque convertor to compensate for severity of the wave action.

The technique is actually easier in deep water—lateral movement of the barge in shallow water is a serious problem, but in deeper water inherent flexibility of the drill tubing helps compensate for lateral shifting.

Method of landing of submarine equipment has not been released. The technique employs continuous mud circulation. Cores can be taken at will, and the hole logged upon completion.

SOCal officials emphasized the equipment would be used only for stratigraphic drilling above the 500-foot maximum allowed by the California State Lands Commission in submerged lands without a permit. No tests for oil will be made.



Mud and cement mixing tanks are housed in the barge stern. Mud circulation is maintained by a 5½ x 12-inch pump powered by a 250 hp diesel engine.

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Texas Auctions 23,679 Acres

Caddo Lake Tracts Leased By Stanolind Oil & Gas

A TEXAS LEASE SALE failed to produce any startling totals but did open the Texas side of Caddo Lake—ancestral home of overwater drilling—to oil operations. Prior to the 1955 session of the Texas Legislature the Texas side of the lake was closed to drilling.

(See related story, page 9)

High bid in the December 6 sale was $136,592.87 for the 390-acre tract 307A in Red Fish Bay, Nueces County. Sinclair Oil & Gas Company made this bid, as well as the second highest, $129,700.50 for tract 203 in Aransas Bay, Aransas County.

Aransas Bay, Aransas County, was the most hotly contested area in the sale, with four tracts having six or more companies competing for them.

Only one Gulf of Mexico tract, 2-S on the mouth of the Sabine River, was bought, and it went for $57,510 to The Texas Company. It covers 810 acres.

All of the Caddo Lake tracts offered were leased, with 4,159.7 acres bringing $61,525.20. Stanolind Oil & Gas Company bought all but one of the Caddo Lake tracts, and it went to Hassie Hunt Trust, the only other bidder.

Gulf Refining Company inaugurated overwater drilling in the Louisiana side of the 150,000-acre lake in 1911. Until Texas State Rep. Reagan R. Huffman of Marshall introduced House Bill 558 in the 54th Legislature in 1955 the lake bottom could not be leased—apparently for fear that oil operations would pollute the water. The lake abounds in white perch and is bounded by a state park. A provision in the bill authorizing leasing provides that the School Land Board and the Game and Fish Commission must cooperate to prevent pollution.

Also, despite fabulous production on the Louisiana side of the lake, results on the Texas side have been disappointing until recent years.

After 50 years of production Caddo Lake and its environs in Caddo Parish, Louisiana, are hovering near the 200 million barrel mark. And

(Continued on next page)

GULF OF MEXICO
Jefferson County

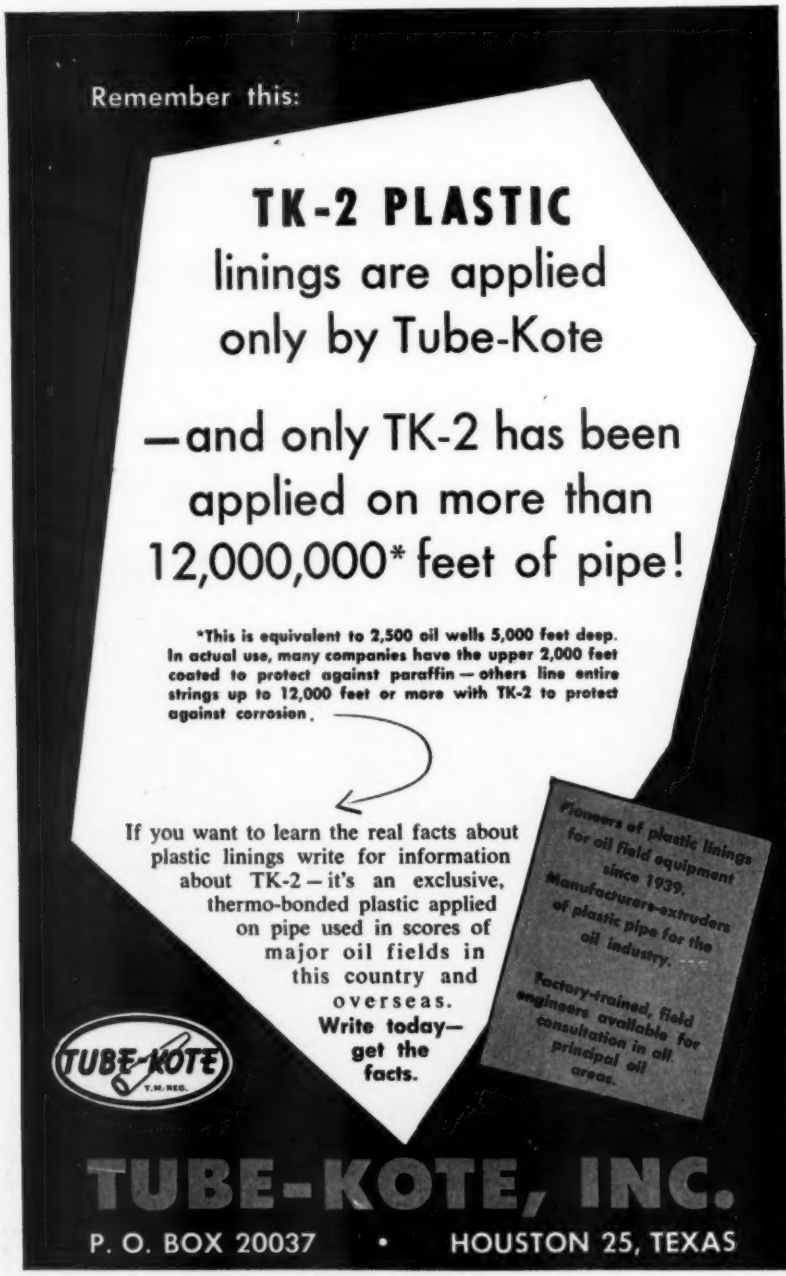
Tract	Bidder	High Bidder	Bid	Acres
2-S	The Texas Company		$ 57,510.00	810
		BAYS AND ISLANDS		
		Aransas Bay, Aransas County		
178	Sinclair Oil & Gas Company		35,936.33	320
179	Sinclair Oil & Gas Company		125,640.43	320
180	Sinclair Oil & Gas Company		125,640.43	320
181	Sinclair Oil & Gas Company		40,882.75	120
184	Tide Water Associated Oil Co.		51,680.00	320
203	Sinclair Oil & Gas Company		129,700.50	320
206	Sinclair Oil & Gas Company		25,790.25	135
		Carancahua Bay, Jackson County		
200	Utex Exploration Co., Inc.		2,478.00	118
201	Utex Exploration Co., Inc.		2,940.00	140
		Cayo del Oso, Nueces County		
E	Jake L. Hamon		10,555.00	500
F	Renwar Oil Corporation		6,503.99	400
		Copano Bay, Aransas and Refugio Counties		
1	Union Producing Company		8,415.00	510
		Laguna Madre, Kennedy County		
217	Sinclair Oil & Gas Company		75,106.82	750
219	Shell Oil Company		15,776.00	712
422	Continental Oil Company		20,160.00	640
423	Continental Oil Company		20,160.00	640
426	Continental Oil Company		20,160.00	640
427	Continental Oil Company		20,160.00	640
		Laguna Madre, Kenedy and Kleberg Counties		
213	Sinclair Oil & Gas Company		5,333.33	238
214	Sinclair Oil & Gas Company		35,106.82	640
215	Sun Oil Company		19,360.00	640
		Laguna Madre, Kleberg County		
211	Shell Oil Company		27,111.00	640

(Continued on next page)

Operations base for Brown & Root's "Big Shove." From this spot of relatively dry land in the Louisiana marshes the Houston firm recently shoved 16-inch concrete coated pipe through a channel 62,105 feet long—which they say may be a record. A winch tractor had to push the entire string forward each time a joint of pipe was welded on at the base. Land owners near Cameron, Louisiana, would not permit digging of a canal for a lay barge.

(Continued from page 13)

212	Shell Oil Company	6,476.00	320
	Matagorda Bay, Calhoun County		
100	Humble Oil & Refining Company	60,088.00	296
101	Humble Oil & Refining Company	13,804.00	640
278	Amerada Petroleum Corporation	6,336.00	300
279	Amerada Petroleum Corporation	12,249.60	580
280	Humble Oil & Refining Company	13,804.80	640
	Matagorda Bay, Matagorda County		
237	The Dow Chemical Company	14,400.00	640
238	The Dow Chemical Company	14,400.00	640
239	The Dow Chemical Company	2,587.00	115
241	The Dow Chemical Company	14,400.00	640
	Mustang Island, Nueces County		
1	Blanco Oil Company	12,594.19	249.39
	Red Fish Bay, Nueces County		
307A	Sinclair Oil & Gas Company	136,592.87	390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(Continued from page 13)

recent developments in the lake offer continued drilling possibilities.

In the area near the Texas side of the lake, Representative Huffman reports, acres went for $1-3 an acre until discovery of the Waskom field. Now the counties have four or five fields and the Woodlawn field has been extended until it is within a mile of the lake.

In all, the sale brought $1,511,-964.99 for 23,679.88 acres. Offered were 37,815.88 acres. Surveyed acreage went for $76,878.33; Gulf of Mexico acreage for $57,510; bay and island leases for $1,092,009.91; and rivers and lakes for $285,566.75.

California

Submerged Cone Suggested As Offshore Drilling Unit

The drilling of offshore wells by means of a submerged, watertight rig is being studied by Kreg Martin Associates of Los Angeles. Crews would be lowered to the cone-shaped rig on the ocean floor in a diving bell and would work in the pressurized compartment, free from conditions on the surface.

Surface craft would provide fresh air and needed drilling materials. The big difficulty encountered so far is getting pipe and equipment into the structure.

Louisiana

Two West Delta Tracts Bring State $2 Million

Two offshore tracts brought the State Mineral Board of Louisiana more than $2 million total in a December 14 lease sale.

A 1,122-acre portion of Block 24 of the West Delta Area went to the California Company for a bid of $625,000.

Block 26 in the same area brought a joint bid of $1,631,717 from Gulf Refining Company and Humble Oil & Refining Company. It contains 1,602 acres.

The blocks adjoin and are about four miles west of the West Bay field.

Louisiana Plans Proration Of Natural Gas Production

Beginning January 1 Louisiana will prorate natural gas production—a step authorized by the Conservation Act of 1940 but never undertaken before on a state-wide basis.

Proration will be applied only to nonassociated gas pools—exempting casinghead gas from oil pools and gas from pools under special cycling or pressure maintenance rules.

Senate May Hear Seaway Discussion in January

The proposed Alexander seaway between New Orleans and the Gulf of Mexico is expected to come before a U.S. Senate hearing early in January.

Don McBride, administrative assistant to Sen. Robert S. Kerr of Oklahoma, made that prediction at a recent civic meeting in New Orleans. The $88 million project would shorten the route between the Crescent City and the Gulf by 40 miles. It has already passed the House of Representatives.

McBride was one of three men present who will be instrumental in getting the seaway before the Senate. Sen. Albert Gore (D-Tenn) and Sen. Edward Martin (R-Pa) also praised the seaway at the meeting, sponsored by the New Orleans Tidewater Development Association.

Shell To Build Pipe Line At Mouth of Mississippi

An oil and gas gathering line for the Block 24, Block 27, and former Dixon Bay (now part of the Block 24 field) fields off Plaquemines Parish is planned by Shell Oil Company.

The 25-mile system will cost about $3.8 million, and handle 33.5 million cubic feet of gas and 20,000 barrels of crude daily to begin.

The fields are near the mouths of the Mississippi and Atchafalaya rivers, and a 25-mile pipe line will link them to the compressor station and central oil storage onshore near Block 24 in the vicinity of Southwest Pass.

Gas is to be delivered to a 24-inch line scheduled by Tennessee Gas Transmission Company between Franklin, Louisiana, and the Mississippi Delta.

New Offshore Areas Designated

Department of the Interior maps the area between Texas and Louisiana for possible impending lease sale

New maps issued by the Department of the Interior for the offshore area between Texas and Louisiana add 1,365,000 acres to the federal area available for lease off the two states.

The blocking-in done by the maps —which are of the new High Island, East Addition, and West Cameron, West Addition, areas—is designed for leasing the outer continental shelf, the department says.

The maps do not define the ownership line between Texas and Louisiana, leaving the area of disputed ownership blank. Texas claims the division line runs in a southeast di-

(Continued on next page)

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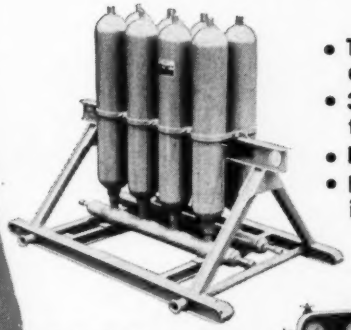

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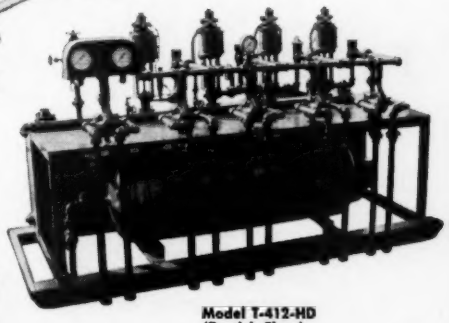

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Houston, Texas

(Continued from page 15)
rection from the mouth of the Sabine; Louisiana claims it runs slightly to the southwest.

No date has been set for leasing the additions, although it is rumored a sale is anticipated in the near future.

Washington

Interior Asks Suggestions For Possible Lease Auction

Suggestions on which federal blocks off Texas and Louisiana to offer for leasing will be received by the Department of the Interior until February 10, the department announced from Washington.

A lease sale date has not been set however, the call for suggestions being intended in part to determine if such a sale is warranted, Edward Woozley, director of Interior's Bureau of Land Management, said.

Nominations should be sent to the Bureau of Land Management office in New Orleans, with a copy to the oil and gas supervisor of the geological survey in that city.

Twenty Grand maintains separate plants at Cameron (above) and Berwick, La. Right: The company maintains a fleet of eight trucks, four tugs and six barges for quick mud and chemical delivery anywhere in southern Louisiana.

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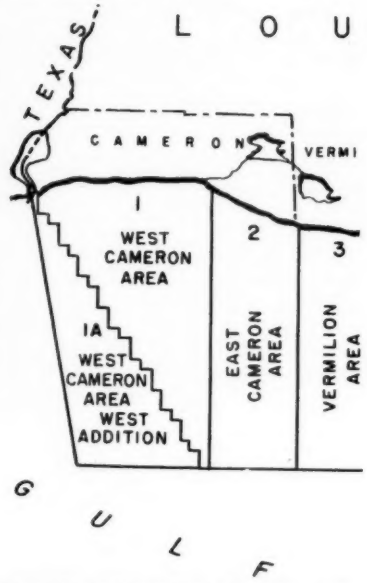
Now blocked-in: High Island Area, East Addition.



Now blocked-in: West Cameron Area, West Addition.

Shell Asks Seismic Permit For New Federal Areas

A seismic permit for all of the newly-blocked-in High Island Area, East Addition, off Texas, and a portion of the new West Cameron Area, West Addition, is being sought by Shell Oil Company.

The request covers between 93 degrees 42 minutes and 94 degrees west longitude, and from the shore line to the 50-fathom contour. A Shell-Conoco projected wildcat 63 miles southeast of Galveston is on the west edge of the area to be shot.

Reference Work on Fields Of Southwest Louisiana Out

A reference book on the oil and gas fields of Southwest Louisiana has been released by Five Star Oil Report, Inc., of Houston. The book covers an area of sixteen parishes making up the west half of the South Louisiana District — between the Atchafalaya and Sabine rivers and from the Gulf of Mexico through Vernon, Rapides and Avoyelles Parishes. Offshore information is included.

A complete history of oil and gas development in the 16 parishes is given. There are almost 400 pages of information, including a fold-in structure map and a fold-in cross section.

The book is $25 to Five Star subscribers; $35 to non-subscribers.

A similar reference on the fields of Southeast Louisiana is anticipated within three months.

Book on Offshore Operations Both Interesting, Valuable

"Offshore Summary," by Emory N. Kemler and Edward W. Rosencrants, both of the University of Minnesota's Mechanical Engineering faculty, is an unusual book. Unusual in that not only is it a collection of facts and references of use to offshore research, but it is also an interesting book to read.

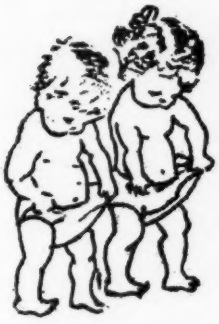
The book presents topics ranging from wind and wave forces through offshore structures, operating practices, to patent abstracts.

In its discussion of more than 200 patents applicable to the marine oil search it reports much material which is rather astonishing. The solutions suggested by the fertile brains of inventors for coping with the sea are many and motley, excellent or of dubious merit.

The patent search led the authors as far back as 1874, for which year they list an improvement in floating breakwaters.

Bibliographical material fills about one-third of the book, and more than 700 references are cited. They cover offshore operations, offshore structures, drilling barges, offshore pipelines, and wind and waves.

OFFSHORE SUMMARY, by Emory N. Kemler and Edward W. Rosencrants; cloth; 400 pages; published by Summary Reports, P. O. Box 176, Spring Park, Minnesota, $20.



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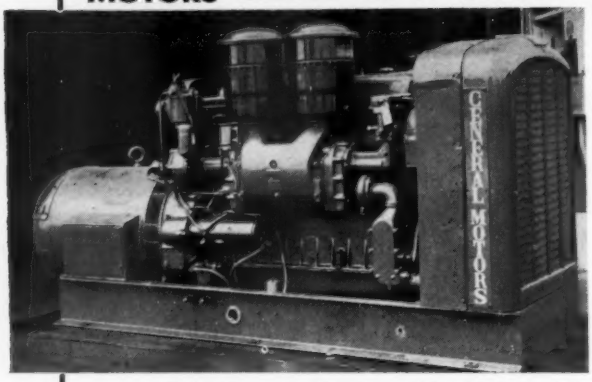

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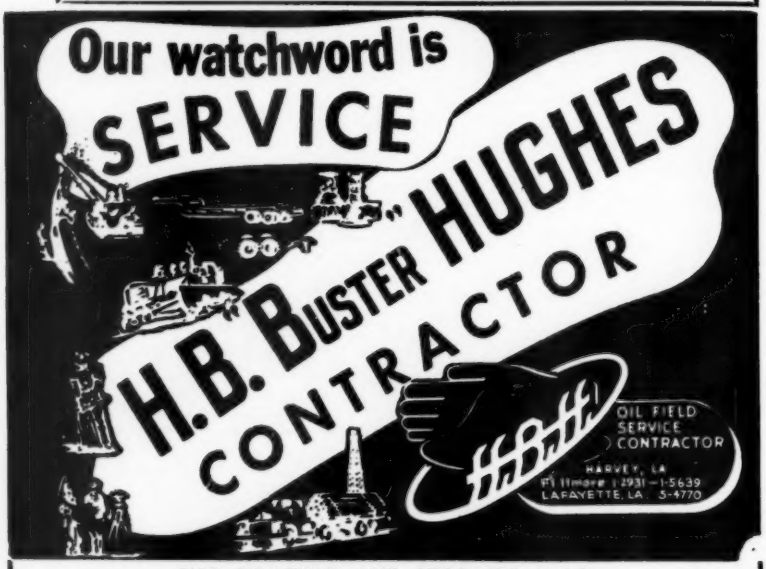

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Caddo Lake

(Continued from page 10)

then pumped ashore for storage. From the shore it was barged through the Red River and Mississippi to the Gulf of Mexico. Later a pipeline took it to Lufkin.

In the next 39 years Gulf punched 278 holes into the lake bottom. The Ferry Lake Number 215 blew in in 1924 for 3,930 barrels daily on a ½-inch choke. All around it were dry holes or small unprofitable wells.

Whose? . . . As early as 1908 the question of federal vs. state ownership of the lake bottom had arisen. The federal government maintained that Caddo Lake was not navigable in 1812, therefore was not one of the navigable lakes granted to the state when it was admitted to the union. The lake was, they said, a temporary overflow of Cypress Bayou.

Louisiana maintained that the lake was navigable before 1812, and was the state's by force of sover-

(Continued on page 20)

Caddo Lake and vicinity spawned some of the best stories of early nineteenth century oil exploration.

One such involved a scout, a secret code, and tall, tall, timber.

The scout was sitting on a company well. He was instructed to rush down to the telegraph office and send a coded mesage to headquarters as soon as it was completed.

The code was:

"The trees in this area are small (small oiler) OR tall (fair well) OR very tall (big well)."

Came the black golden moment and he galloped into town and wired this message:

"The trees in this area are very, very tall. Stop. She's flowing over the top of the derrick."

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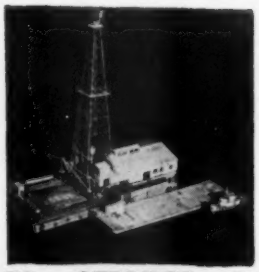

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Being towed to location is THE OFFSHORE COMPANY NUMBER 3, commissioned by The Offshore Company of Baton Rouge in late 1955. The 200′ x 74′ drilling barge went on her first location, for Shell Oil Company, in late November in the Eugene Island Area. The barge was built by Alexander Shipyard, Inc.

Offshore Company No. 3 Delivered

Submersible drilling barge built by Alexander goes to first location for Shell Oil Company

THE OFFSHORE COMPANY NUMBER 3, submersible drilling barge, has been delivered to The Offshore Company of Baton Rouge by Alexander Shipyard, Inc., of New Orleans. It went on its first location, for Shell Oil Company, in the Eugene Island Area in late November.

Number 3 is 200′ x 74′, with a drilling capacity of 16,000 feet. It has a Lee C. Moore 140-foot derrick. The rotary is a National MS 27½ inch. Elliot Electric generators drive the drawworks and rotary.

The platform, with cellar deck drill floor, pipe rack, quarters, and helicopter landing deck, is supported by twenty-three 30-inch tubular columns. It is equipped with four 72-inch spuds, which are operated by De Long jacks. The slot is 25 feet 11 inches wide and 36 feet 2 inches long.

Machinery . . . The drilling platform is equipped with a National Supply Ideal 130E drawworks complete with auxiliary brake, catheads, and core reel with drive. The auxiliary machinery house has two Caterpillar D-397 auxiliary generators and an electric switchboard for auxiliary power. There are two Mechanical Equipment Company 600-gallons-per-hour distillation units.

Mud equipment . . . In the pump room is a three engine compound consisting of Superior PTDS-8 engines, Ideal Gyrol fluid drives, and V-belt drives for two Emsco D-850 mud pumps. The power rating of the compound is 2,010-hp.

Quarters . . . A spacious two-deck air-conditioned housing has accommodations for 40 men. The lower house has seven four-man rooms, air-conditioning machinery room, laundry, and a 12′ x 15′ shower room. The upper house has three state rooms, office with radio equipment, recreation room, and a modern equipped galley and messhall.

Miscellaneous . . . The **Number 3** is also equipped with a Rhumba double shale shaker, a Halliburton cementing unit, a Schlumberger unit, and Lightning mud mixers.

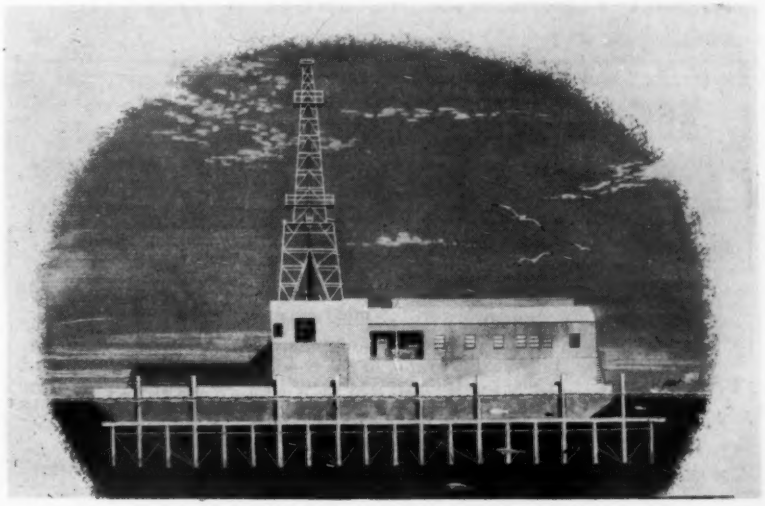
And Now, A Bird on A Nest

Magnolia says it will save money by supporting a shallow water barge on submerged piling

A UNIQUE "BIRD-ON-A-NEST" method of offshore drilling is to be used by Magnolia Petroleum Company at a wildcat in Block 46, Main Pass Area, early in 1956.

The method involves a piling structure with its top eight feet under water, and a Magnolia-owned drilling barge. The fully equipped barge is floated into place above the structure and sunk. Extensions of

(Continued on next page)



Magnolia Petroleum Company's new approach to offshore drilling: an inland drilling barge supported by a submerged piling structure.

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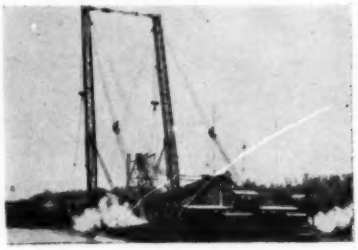

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ROY BREAUX'S Marine Service Co.
of Loreauville, Louisiana Phone 2-7852

(Continued from page 19)

the underwater piling project above the water and the barge is secured to them by cables during drilling.

Magnolia says the technique combines the major features of the two methods now used offshore—a floating rig "nesting" on a permanent type structure.

No tender . . . The company reports that elimination of the need for a tender will result in substantial savings.

If oil is found, the underwater structure could be extended 20 feet above water level for production equipment. Or, in the event of a dry hole, the barge can be refloated and the submerged structure removed for possible use elsewhere.

Builder . . . Du Pont Fabricators of Calumet, Louisiana, is to build the subsurface structure, and Harvey Construction Company of Harvey will install it.

Site is in 24 feet of water, two miles from the Mississippi delta land and between 2 and 3 miles northeast of the Grand Bay field.

Company sources say drilling will begin by March 1 on the 100 per cent Magnolia operation.

Caddo Lake

(Continued from page 18)

eignty, regardless of how or when formed.

Fred C. Procter, an attorney for Gulf Refining Company, hired historians and others to seek documents to prove the state's point. They gathered information from sources such as the King of France, the Emperor of Mexico, and the Duke of Orleans.

Perhaps the most convincing proof of navigability was the log of a ship which had called at Mooringsport and other lake points in 1810. Mooringsport was once a stop on what is believed to be the only inland mail route in the country.

The Supreme Court of the United States decided in favor of Louisiana in 1925.

Caddo Lake is far from just a place of historic interest. On August 12, 1952, Gulf completed its Number 282 Caddo Levee Board "N" in the Pettit lime. That completion sparked new drilling activity, and since then Gulf has drilled 23 overwater wells to the Pettit lime and produced approximately 700,000 barrels.

Continued development of Caddo Lake and its environs by Gulf is constantly in progress, and the ultimate end of Caddo Lake oil is said to be far in the future.

Mooring of Drilling Tenders

by R. P. KNAPP and H. V. WAIT
Humble Oil & Refining Company

Part II: Anchors and Chain Cables*

A REVIEW of available data on anchor holding power indicated that no reasonable number of available commercial mooring anchors could develop the holding power required to secure an LST-type drilling tender in a fixed position at the proposed drilling sites in the Louisiana coastal waters, where the bottom soil generally consists of a deep bed of soft, silty clay extending to a depth of 200 feet or more.

Continual influx of fine-grained sediments to the offshore area, borne by the Mississippi River and its distributary system, and their subsequent redistribution by current, wave and storm action has resulted in the deposition of a thick layer of unconsolidated material whose shear strength is very low. Holding power of conventional mooring anchors in this type of bottom is also low and subject to large variations over short distances.

The search for an anchor of suitable holding power resulted in the discovery that the U. S. Navy was experimenting with a steel-pile type of anchor, consisting of a 16-inch WF 40-pound stake pile, 40 feet long, with a swivel attachment for the mooring chain fitted to the upper end. It had resisted horizontal pulling loads of more than 200,000 pounds.

The Navy's steel pile anchor design was altered to meet the requirements of a suitable anchorage for the offshore LST-type drilling tender moorings in the Louisiana coastal area. Steel pile anchors, Figure 5, have proven highly satisfactory—they have not dragged or shown any indication of distress during more than seven years of service on 32 separate open water locations.

Strength of mooring chain . . . Before 1924, wrought iron chain was the standard type used in all vessels for making up anchor chain cables. In 1924, cast steel chain was adopted by the U. S. Navy as the standard to replace wrought iron chain in all sizes. Subsequently, there was developed a new forged type of die-locked steel chain having a minimum ultimate strength 50 percent greater than cast steel chain and 100 percent greater than wrought iron chain, as shown in Figure 6. This chain proved superior in other qualities, and has been adopted as the standard for United States naval vessels.

Each link of die-locked chain consists of two separate sections, a male and a female section, as shown in Figure 7. There is no amalgamation of metal of the two sections. The male section has a number of shoulders and, in manufacture, holes are punched in the female section; the male section is inserted cold and the heated female section is swaged down on the male section. Laboratory and service tests have proven that this mechanical lock is stronger than the full sections at the quarters of the link.

The die-locked chain, with its uniformity of strength, was selected for use in the mooring chain cables.

The maximum working load in tension for new chain is taken as 35 percent of the specified minimum breaking strength in the design of permanent moorings by the U. S. Navy.

With steel pile anchors providing the drilling tender fixed anchorages, unable to drag under heavy loads, safe maximum working loads less

(Continued on next page)

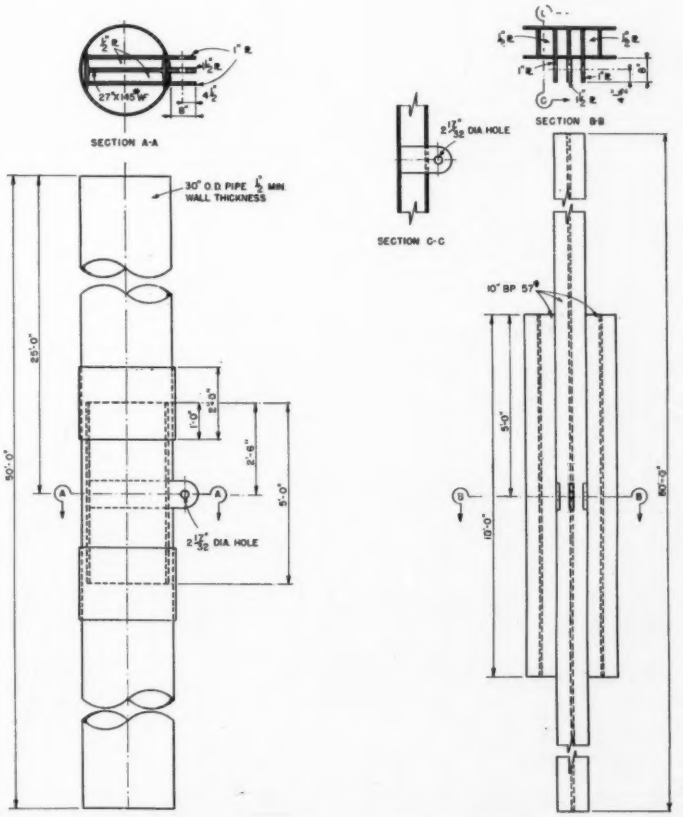


Figure 5 Steel pile mooring anchors for Grand Isle Area

* Presented at the American Society of Mechanical Engineers Petroleum Mechanical Conference in New Orleans September 25-28.

(Continued from page 21)

than 35 percent of the specified minimum breaking strength should be considered. Full scale tests of chain suitable for tender moorings show that the corrosion-fatigue lifetime of cast and forged steel chain under repeated tension loads equal to 35 percent of the specified minimum breaking strength is approximately 25,000 cycles. Even with tension loads of only 10 percent of the minimum specified breaking strength the corrosion-fatigue lifetime appears to be less than one million cycles. The surprisingly low number of cycles-to-failure of mooring chain under heavy tension loads and the large number of load cycles experienced in drilling tender moorings shows that 35 percent of the breaking strength is not a "safe" continuous working load for the fixed-position moorings. Where the maximum design conditions occur infrequently, a satisfactory selection of chain size may be made by using 35 percent of the minimum specified breaking strength as a "maximum" working load.

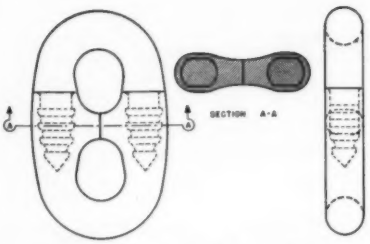


Figure 7 Die-locked forged steel chain link

Length of mooring chains . . . Length of a mooring chain cable should be sufficient to prevent the slope of its center line, where it attaches to the anchor, from exceeding the maximum value at which the anchor will develop its full holding power.

The basic length used for drilling rig tender mooring chain cables is that length which will permit a horizontal slope at the anchor with a tension load on the chain equal to its minimum specified breaking strength. Additional length is provided for maneuvering.

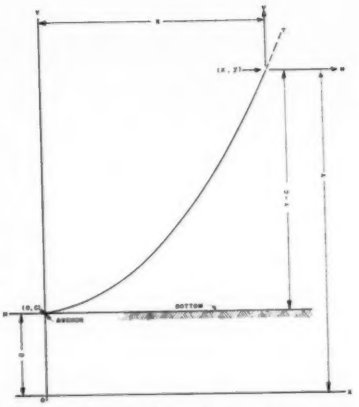


Figure 8 Anchor chain catenary

The basic chain length was determined by use of the properties of a catenary, the water depth at the proposed mooring site, the height of mooring chocks above the water surface, and the calculated mooring forces. The axis of a chain under tension forms a catenary as shown in Figure 8.

The equations of a catenary are:

$$y^2 = s^2 + c^2$$

$$y = c \cosh \frac{x}{c}$$

$$s = c \sinh \frac{x}{c}$$

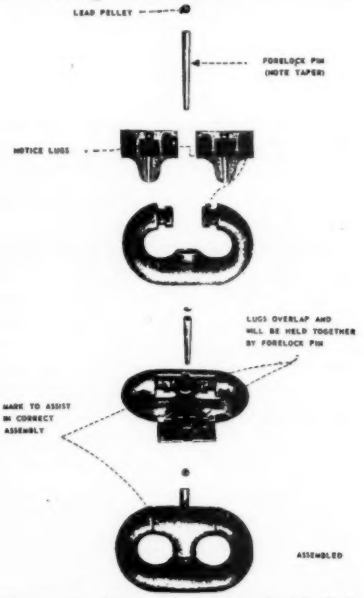
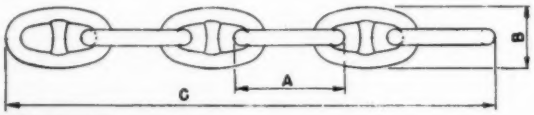

LEAD PELLET
FORELOCK PIN (NOTE TAPER)
NOTICE LUGS
LUGS OVERLAP AND WILL BE HELD TOGETHER BY FORELOCK PIN
MARK TO ASSIST IN CORRECT ASSEMBLY
ASSEMBLED

Figure 9 Navy-type detachable link



ALL DIMENSIONS IN INCHES

CHAIN SIZE	LINK LENGTH A	LINK WIDTH B	LENGTH OVER SIX LINKS C	LINKS PER 15 FATHOM SHOT	WEIGHT PER 15 FATHOM SHOT APPROX.	WROUGHT IRON		CAST STEEL		DIE-LOCKED	
						PROOF TEST POUNDS	BREAK TEST POUNDS	PROOF TEST POUNDS	BREAK TEST POUNDS	PROOF TEST POUNDS	BREAK TEST POUNDS
1/2	3	1 19/64	13	535	340	10,300	15,400	15,900	22,300	22,100	34,000
5/8	3 3/8	2	14 1/8	475	358	13,000	19,450	19,950	27,900	27,900	42,400
3/4	3 3/4	2 1/4	16 1/4	427	385	15,680	23,560	24,560	34,380	32,300	52,200
7/8	4 1/8	2 1/2	17 1/2	389	425	19,040	28,560	29,400	41,160	41,300	61,800
1	4 1/2	2 3/4	19 1/2	357	505	22,680	33,880	34,680	48,550	48,000	75,000
1 1/8	4 7/8	2 7/8	21 1/8	329	600	26,600	39,872	40,430	56,600	56,000	86,500
1 1/4	5 1/4	3 1/4	22 3/4	305	700	30,800	46,200	46,630	65,280	64,000	98,000
1 3/8	5 5/8	3 3/8	24 1/2	285	795	35,392	53,088	53,280	74,590	74,000	113,500
1	6	3 5/8	26	267	900	40,320	60,480	60,360	84,500	84,000	129,000
1 1/16	6 3/8	3 3/4	27 1/8	251	1,020	45,472	68,096	67,850	94,990	95,000	145,000
1 1/8	6 3/4	4	29 1/4	237	1,140	50,960	76,440	75,770	106,080	106,000	161,000
1 3/16	7 1/8	4 1/4	30 1/8	225	1,275	56,840	85,120	84,120	117,770	118,000	179,500
1 1/4	7 1/2	4 1/2	32 1/2	213	1,415	63,000	94,360	92,910	130,070	130,000	198,000
1 5/16	7 7/8	4 3/4	34 1/4	203	1,560	69,440	104,160	102,090	142,930	143,500	216,500
1 3/8	8 1/4	4 15/16	35 3/4	195	1,705	76,120	114,240	111,660	156,330	157,000	235,000
1 7/16	8 5/8	5 1/4	37 3/8	187	1,865	83,160	124,600	121,720	170,430	171,000	257,500
1 1/2	9	5 3/8	39	179	2,035	90,720	131,488	132,190	185,060	185,000	280,000
1 5/8	9 3/8	5 3/4	40 3/8	171	2,195	98,336	137,536	143,050	200,270	200,500	302,500
1 3/4	9 3/4	5 7/8	42 1/4	165	2,345	106,400	148,960	154,310	216,030	216,000	325,000
1 11/16	10 1/8	6 1/4	43 1/8	159	2,530	114,800	160,720	165,960	232,360	232,500	352,500
1 3/4	10 1/2	6 3/8	45 1/2	153	2,720	123,480	172,760	178,000	249,210	249,000	380,000
1 13/16	10 7/8	6 1/2	47 1/8	147	2,925	132,440	185,360	190,430	266,620	267,000	406,000
1 7/8	11 1/4	6 3/4	48 3/4	143	3,125	141,680	198,240	203,250	284,540	285,000	432,000
1 15/16	11 5/8	7	50 3/8	139	3,335	151,200	211,680	216,430	303,000	303,500	460,000
2	12	7 1/4	52	133	3,525	161,280	225,792	230,000	322,000	322,000	488,000
2 1/16	12 3/8	7 1/2	53 3/8	129	3,750	171,360	239,904	243,930	341,510	342,000	518,000
2 1/8	12 3/4	7 3/4	55 1/4	125	3,975	182,000	254,800	258,240	361,530	362,000	548,000
2 3/16	13 1/8	7 7/8	56 7/8	123	4,215	192,920	269,920	272,910	382,060	382,500	579,100
2 1/4	13 1/2	8 1/8	58 1/2	119	4,460	204,120	285,600	287,930	403,100	403,000	610,000
2 5/16	13 7/8	8 3/8	60 1/8	117	4,710	215,600	301,840	303,320	424,630	425,000	642,500
2 3/8	14 1/4	8 5/8	61 3/4	113	4,960	227,360	318,304	319,050	446,660	447,000	675,000
2 7/16	14 5/8	8 3/4	63 5/8	111	5,210	239,456	335,160	335,130	469,180	469,500	709,500
2 1/2	15	9	65	107	5,528	252,000	352,800	351,560	492,190	492,000	744,000
2 9/16	15 3/8	9 1/4	66 5/8	105	5,810	261,408	365,960	368,340	515,670	516,000	778,500
2 5/8	15 3/4	9 7/16	68 1/4	103	6,105	270,816	379,120	385,440	539,620	540,000	813,000
2 11/16	16 1/8	9 11/16	69 7/8	99	6,410	280,224	392,280	402,890	564,040	565,000	849,000
2 3/4	16 1/2	9 7/8	71 1/2	97	6,725	289,632	405,440	420,660	588,930	590,000	885,000
2 13/16	16 7/8	10 1/8	73 1/2	95	7,040	298,816	418,320	438,760	614,260	615,000	925,000
2 7/8	17 1/4	10 3/8	74 3/4	93	7,365	308,224	431,480	457,190	640,070	640,000	965,000
2 15/16	17 5/8	10 5/8	76 3/8	91	7,696	317,408	444,360	475,940	666,310	666,500	1,005,000
3	18	10 13/16	78	89	8,035	326,592	457,184	495,000	693,000	693,000	1,045,000
3 1/16	18 3/8	11	79 3/4	87	8,379	335,552	469,728	514,380	720,130	720,500	1,086,500
3 1/8	18 3/4	11 1/8	81 1/4	85	8,736	344,400	482,160	534,060	747,680	748,000	1,128,000
3 3/16	19 1/8	11 1/2	82 7/8	85	9,093	353,248	494,480	554,050	775,670	776,050	1,169,000
3 1/4	19 1/2	11 11/16	84 1/2	83	9,460	361,984	506,688	574,340	804,070	804,100	1,210,000
3 5/16	19 7/8	11 13/16	86 1/8	81	9,828	370,496	518,560	594,920	832,890	833,150	1,253,000
3 3/8	20 1/4	12 1/8	87 3/4	79	10,210	378,840	530,320	615,800	862,130	862,200	1,296,000
3 7/16	20 5/8	12 3/8	89 3/8	77	10,599	386,960	541,632	636,970	891,770	892,100	1,339,550
3 1/2	21	12 5/8	91	77	10,998	395,136	553,056	658,440	921,810	922,000	1,383,100
3 9/16	21 3/8	12 15/16	94 1/8	73	11,607	410,253	570,688	702,755	983,850	1,021,000	1,566,000
3 3/4	22 1/2	13 3/8	97 1/2	71	12,626	425,370	588,320	747,070	1,045,900	1,120,000	1,750,000

Figure 6 Stud link chain dimensions and test requirements

(Where: **s** *is length of catenary from* **o-c** *to* **x-y**)

At point (x, y) Figure 8:

$$F = ws$$

$$H = wc$$

$$T = wy$$

(Where: **F** *is vertical force at point* **x,y**; **w** *is weight of chord per unit length;* **s** *is length of catenary from* **o-c** *to* **x-y**; **H** *is horizontal force at point* **x,y**; *and* **T** *is axial tension at point* **x,y**)

Chain connecting links . . . Since the development of suitable testing machines and the acceptance of prooftest requirements by the classification societies, vessel mooring chain is usually manufactured in 90-foot lengths, referred to as "shots." The required length of mooring chain is normally obtained by joining the necessary number of 90-foot shots with special joining or connecting links designed for the purpose.

The regular detachable chain connecting link initially used for joining the several shots of chain employed in the mooring chain cables of the floating tenders is illustrated in Figure 9. It is the accepted standard of the U. S. Navy, having replaced the other fittings previously used. This detachable link has a C-shaped part, comprising about three-fourths of the link. Projecting into the C-opening, from each side of the part, are button pieces which look like the upper end of a circular-headed bolt. The second part of the detachable link is formed of two cover plates which cover the button projections and form the stud that fits into a pocket in the solid side of the C-part. The assembled link is held together by a tapered pin locked at the large end by a lead pellet. The assembled detachable connecting link has an ultimate breaking strength 10 percent greater than the die-locked chain.

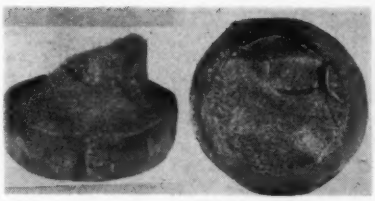


Figure 10 Typical fractures in the button stem of detachable links

Figure 11 Typical fractures in the C-section of detachable links

Soon after the initial installation of the offshore moorings, service failures of the regular detachable chain connecting links occurred at locations where the prevailing winds, waves, and ocean currents were unusually severe. Typical types of detachable link failures are shown in Figures 10 and 11. There was no indication of distress in the die-locked common chain links of the mooring chain cables that failed. As a consequence of the appearance of the fractures in the recovered broken detachable links, the incipient cracks found in them, and the large number of load cycles experienced, a consideration of fatigue in the mooring chains appeared necessary.

Improved chain connectors . . . Laboratory tests and service trials led to the development of improved chain connectors for use offshore. One of these was a heavy duty detachable connecting link, Figure 12,

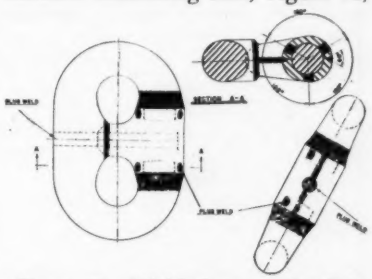
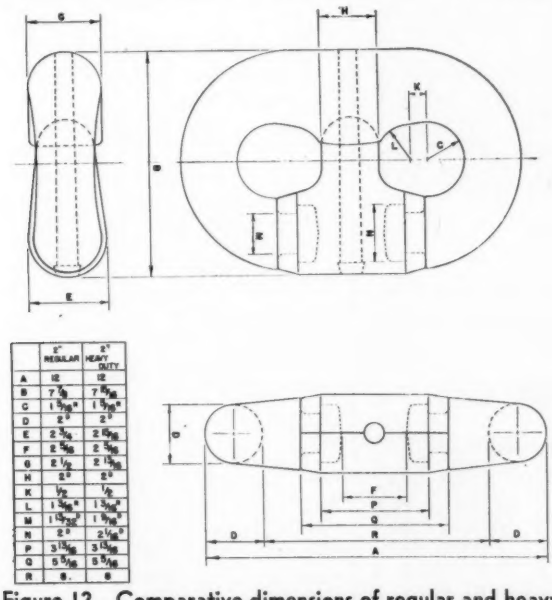


Figure 13 Welded connecting link

with an ultimate breaking strength of more than 40 percent greater than die-locked chain of the corresponding size and approximately 30 percent greater than the regular detachable connecting link. Full-scale fatigue tests showed that this heavy duty detachable had a greater fatigue lifetime or number of cycles-to-failure than any detachable chain connection of suitable size manufactured in the United States. How-

(Continued on next page)



	2" REGULAR	2" HEAVY DUTY
A	12	12
B	7 3/8	7 3/8
C	1 5/16	1 5/16
D	2	2
E	2 3/16	2 5/16
F	2 3/16	2 3/16
G	2 1/2	2 15/16
H	2	2
K	1/2	1/2
L	1 3/16	1 3/16
M	1 15/32	1 7/16
N	2	2 1/16
P	3 13/16	3 13/16
Q	5 5/16	5 5/16
R	8	8

Figure 12 Comparative dimensions of regular and heavy duty detachable links

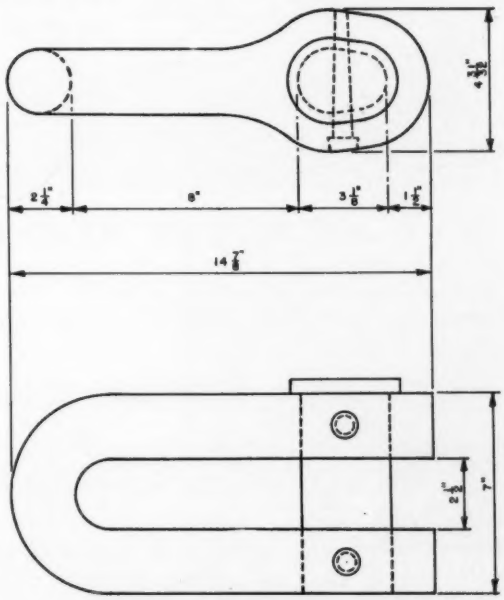


Figure 14 2¼-inch joining shackle

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(Continued from page 23)

ever, its number of cycles-to-failure was about one-fifth that of the die-locked chain.

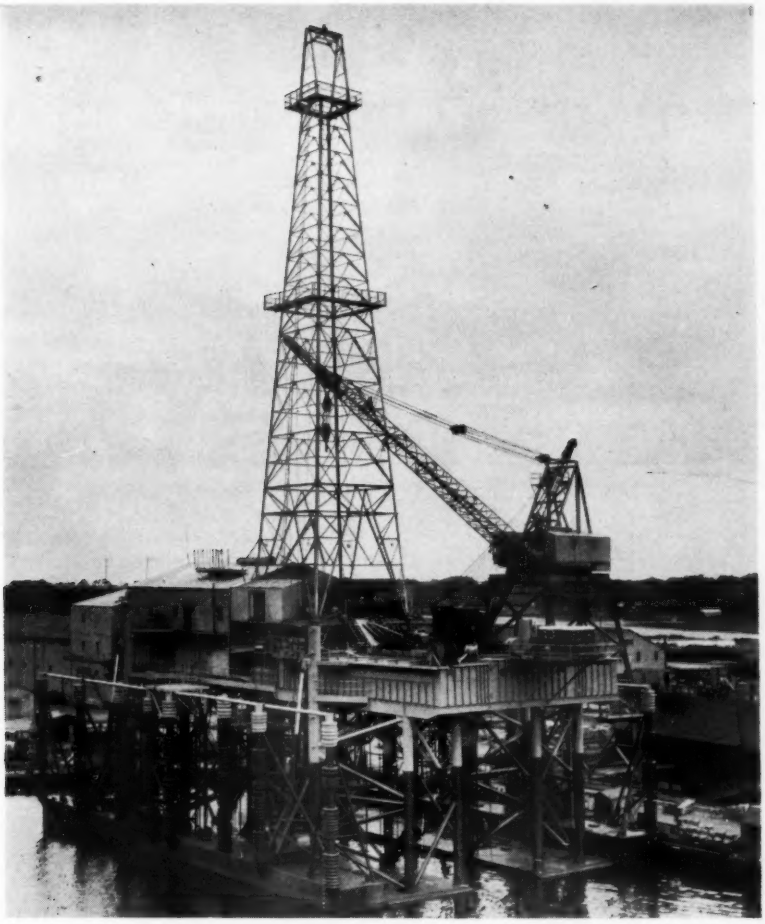
It is reasonable to suspect that tension loading of the detachable link produces unequal deformation in the two sides of unequal cross section, and that the primary deformation in each side of the link is inversely proportional to the effective cross-sectional area. Thus, tensile stresses cause flexing of the link and concentrations of combined stresses of tension and bending that with repetition may exceed the normal endurance limit or, more likely, the lower corrosion endurance limit.

To provide greater strength under cyclic stress, a welded connection of cover plates to the C-section of an over-sized regular connecting link was designed and tested. This welded connection, shown in Figure 13, in addition to providing a greater effective cross section and reducing the flexing of the link, excludes sea water from the points of probable high, local stress concentrations. With these points protected, the normal air-fatigue characteristics should be obtained and corrosion-fatigue eliminated. Laboratory tests show a fatigue lifetime for the welded connecting link greater than the die-locked chain; however, the difficulties associated with making satisfactory welded chain connections offshore, and the loss of the detachable feature, reduces the value of this strong chain connection in offshore moorings.

A satisfactory detachable chain connection proven by laboratory tests to have a greater fatigue lifetime than the die-locked chain is the special forged steel U-shaped shackle shown in Figure 14.

For maximum safety and utility in the design of mooring chain cables for offshore drilling tenders in exposed locations, it was considered necessary to have each chain cable manufactured in two continuous lengths with an open-end link at one end of each length and use one of the specially designed U-shaped shackles to make the single chain connection required as near to the pile anchor as it was possible to do so.

This reduced the number of chain connections to a minimum, located the connecting shackle in that end of the chain cable which is subject to lower tension loads, and eliminated any difficulty associated with the passage of the U-shaped shackle through mooring chocks, fairleaders, and over wildcats of the windlass.



Results of Kerr-McGee's conversion of their shallow water RIG 35 are the new RIG 45, and more than half a year of time saved.

Rig 45 for Kerr-McGee

Conversion Halves Construction Time

CONVERSION of an inland waterway drill barge into an offshore unit for water to 35 feet deep has saved Kerr-McGee Oil Industries, Inc., more than a half-year in construction time.

Within four months of the time Ingalls Shipbuilding Corporation undertook conversion of Kerr-McGee's **Rig 35,** the newly-christened **Rig 45** was completed. It is now drilling in Block 46 of the Eugene Island Area for The Texas Company. Usually construction time for an offshore unit is a year or more.

Essentially the conversion consisted of building a new hull, barge columns, submersible pontoons, and transferring the drilling machinery from the old unit to **Rig 45.** Salvaged from **Rig 35** were the bulk of the superstructure, the drilling machinery and its substructure.

Design . . . Paul Wolff, of Kerr-McGee, was in charge of the design for **Rig 45,** which is patterned after Kerr-McGee's **Rig 44,** with some modifications. The new hull has an overall length of 142 feet, a beam of 69 feet and a depth of 13.5 feet. It is piped for handling liquid stores and ballast.

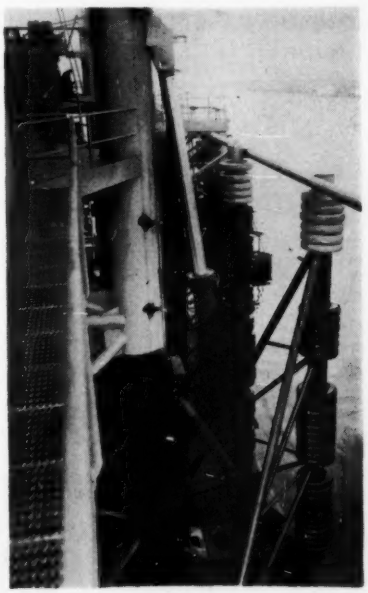
Other new construction includes the superstructure deck, two submersible pontoons attached through guides and slides to the superstructure support stanchions with two single "A" frame type connecting members—upper deck housing, and the crews quarters.

New equipment . . . Added equipment were two pumps each for potable water, diesel fuel, drilling water, and ballast water, and an air conditioning and heating unit, derrick foundation, mud lab, one whirley, and fenders.

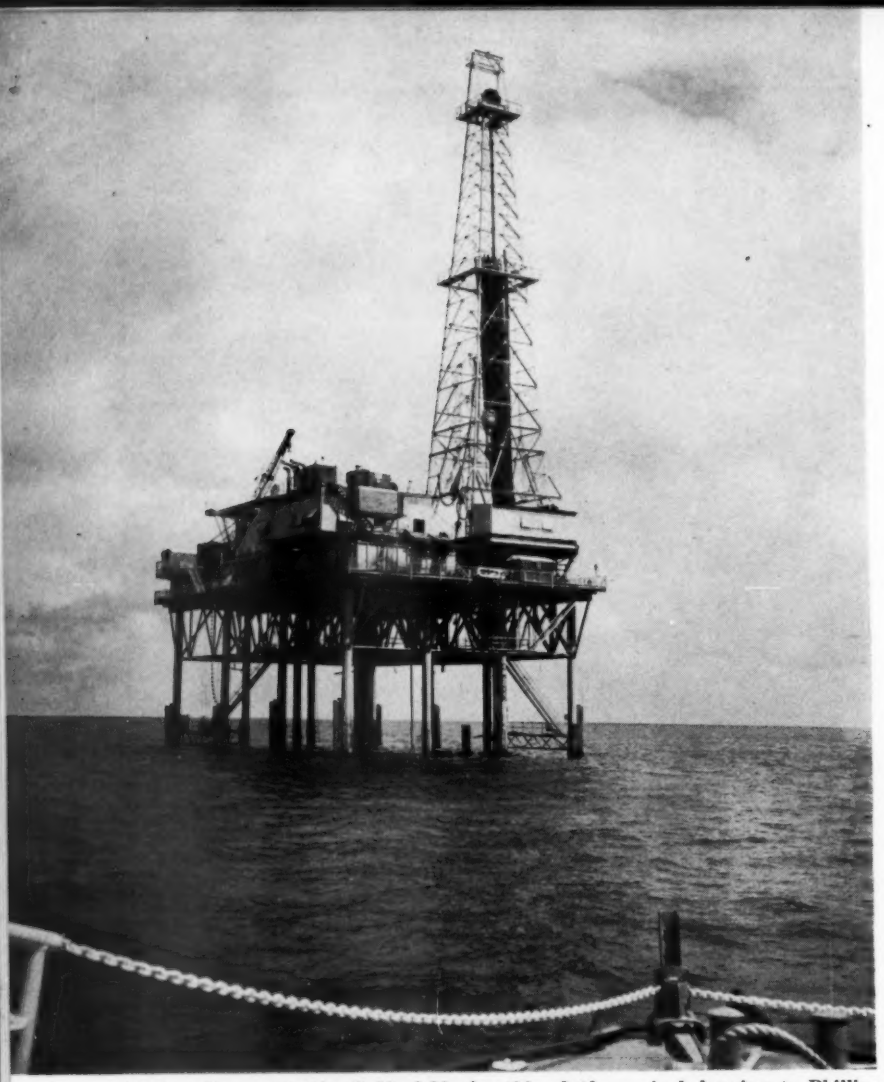
Kerr-McGee executives point out that the new hull and fittings cost the same as they would for an entirely new rig, with the only immediate saving resulting from salvage of drilling machinery and structural parts from **Rig 35.**

Savings in time were made possible by using plans already available and having on hand much of the needed machinery and some of the structure parts for **Rig 45.**

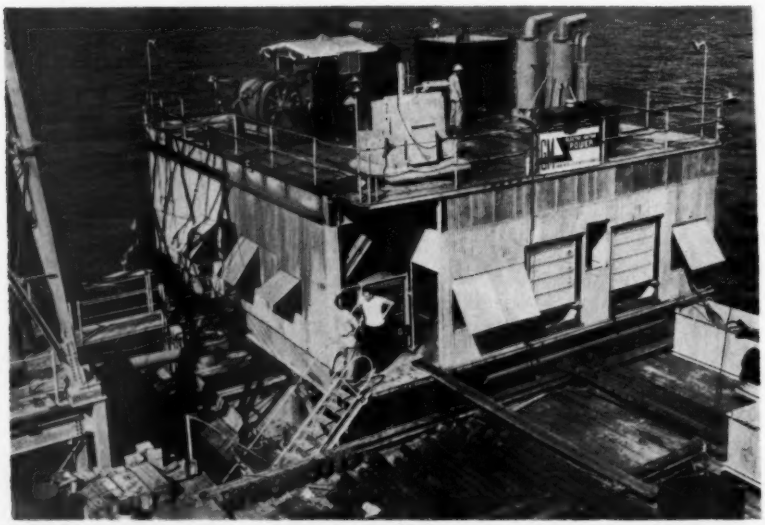
Kerr-McGee is now the largest offshore drilling contractor, with three mobile units and three tenders in action and two more mobile units and a tender scheduled or under construction.



Rubber tires shown in this picture form fenders for the new unit. In the center by the large column is a hydraulic ram which imbeds the stabilizing pontoons in the mud after submersion.



Forty miles out in the Gulf of Mexico this platform rig belonging to Phillips Petroleum Company is the first offshore operation to be powered by a diesel-electric system. The first project was spudded in August. Diesel-electric power makes it possible to drill six holes without moving pumps, generators or mud tanks.



Generator system is housed in this building on the Phillips self-contained platform. Two eight-cylinder 875-horsepower generating units supply power for seven electric motors which run drawworks, rotary table and mud pumps.

Cons

HOW TO FIT a 15,000-foot drilling rig on a 140′ x 85′ self-contained platform was a problem faced by Phillips Petroleum Company in rigging up to drill a deep-water wildcat on OCS Block 184, forty miles off the Louisiana coast.

The test is in 85 feet of water, and at the time it was begun was the farthest-from-shore operation then undertaken.

Space provided for **Rig 45** on Phillips' Dome A Platform was 85′ x 58′. It would be possible to mount a conventional rig with two 700-hp pumps and three mud tanks in this area, but when the rig is skidded to drill another well, the whole rig—derrick, pumps, engines and mud tanks—would have to be moved and realigned. To avoid this, it was decided to use a diesel-electric rig.

This type rig makes it possible to place each component of the rig in a position that will take full advantage of the space available. In addition, because there is no direct linkage (other than electrical) between the main generators and the derrick floor, the pumps, generators, and mud tanks can be placed as far as possible from the derrick and need not be moved for each well. This feature cuts down greatly on the cost involved in skidding to a new location on the platform.

Steam drawworks . . . After the decision for diesel-electric power was made, it was decided to use a steam drawworks connected to two 650-hp dc motors. An inertia brake was included on the end of the jackshaft extension for three reasons:

- First diesel-electric rig to be used of
  Company's Dome A platform in O
  area, 40 miles off the Louisiana co
- Derrick may be skidded on platfor
  moving pumps, generators, or mud

tric Rig

Conserves Space on Offshore Platform

by H. D. REDDING
Assistant Division Rig Superintendent
Phillips Petroleum Company

1) To stop the drawworks quickly for safety.

2) To help get the drum clutches out. And,

3) To stop the electric motors in order to reverse them.

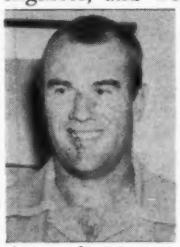
The steam drawworks was provided because of lower cost of maintenance, and simplicity of this type drawworks in comparison with a friction-clutch, power-type drawworks.

Power . . . Power for the drawworks is provided by two 650-hp d-c motors mounted on each end of a common shaft and connected to the jackshaft of the drawworks by a roller chain.

The rotary table is directly connected to a 650-hp d-c motor. The mud pumps are 700 hp each and are each driven by a 650-hp d-c motor.

THE AUTHOR

H. D. Redding graduated from the Colorado School of Mines in 1947, as a petroleum production engineer, and went to work for Phillips Petroleum Company in West Texas that same year. He has served Phillips as a roughneck and as a driller. In 1949 he was promoted to assistant division rig superintendent for the Gulf Coast division, a position he now holds.



Redding is 32 years of age, and was born at Denver, Colorado.

Power for the rig is supplied by two 567C General Motors diesel engines, each driving two generators. Motors and generators are the same size and are traction-type motors such as those used in diesel locomotive service. The generators are exactly like the motors only they have shunt instead of series fields.

In addition, the rig is equipped with three 130-kw diesel electric sets for a-c power. All the other equipment on the rig is powered by 440-volt a-c electric motors.

Arrangement . . . Rig 45 on Phillips' Dome A Platform is rigged up as follows:

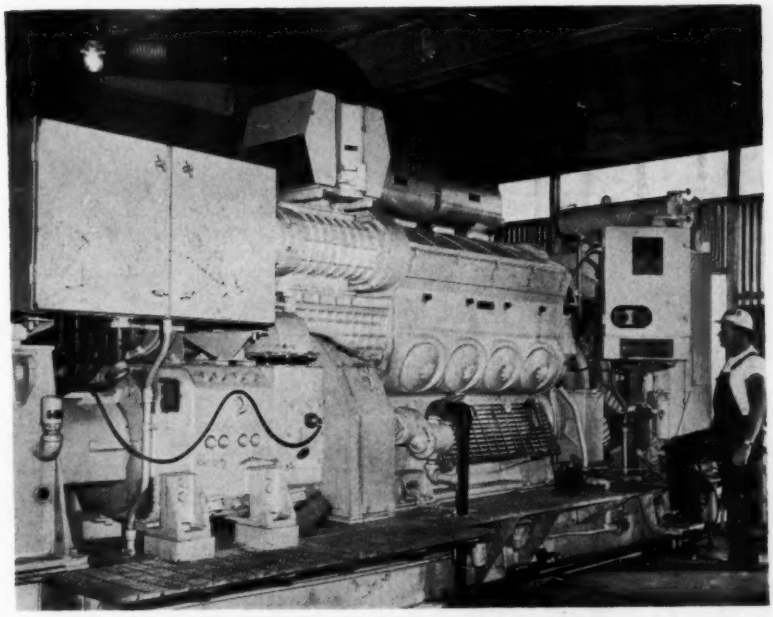
The Lee C. Moore derrick is on a four-post girder-type structure with a cantilever extension, knee-braced to the substructure legs to support the back of the drawworks and the drawworks motors.

The derrick up to the fifth girt, the substructure, rotary table, blocks, drawworks and motors are all moved in one unit weighing 135 tons. The pumps, all engines and generators, Schlumberger and day fuel tank are mounted on a three-deck 30′ x 30′ package, and are moved as a unit. Pumps, engines and generators are on the second deck, and the Schlumberger and day fuel tank are on the upper level. This package weighs 225 tons.

The mud tanks are fabricated as a single unit, measuring 17′6″ x 31′ x 7′. There are two 3′ x 8′9″ x 7′ sand traps and two 14′ x 17′6″ x 7′ tanks. The shale shaker, mud centrifuge and mud mixers are all mounted on the tanks. In addition, a parts house with necessary walkways and stairways is mounted on the tanks.

This mud tank unit weighs 65 tons.

With the equipment unitized in three pieces in this manner, the major portion of the rig can be moved from platform to platform with a minimum of tear down and rig up required.



M. J. Johnson, toolpusher from Abbeville, Louisiana, inspects one of two eight-cylinder 875-horsepower diesel-electric power units which power the Phillips Petroleum Company rig off St. Mary Parish.

be used offshore is on Phillips Petroleum form in OCS Block 184, Eugene Island uisiana coast.

on platform to drill six holes—without s, or mud tanks.

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Mobile Units And Tenders

Gulf Coast Area

Mobile Rigs In Operation

OWNER	Name	Water Depth	Present Status
Kerr-McGee Oil Ind., Inc. Barnsdall-Hayward Design, 13′ x 54′ x 160′, with two 13′ x 14′ x 110′ pontoons	Rig 40		Drilling in Block 84 West Delta Area for CATC
Kerr-McGee Oil Ind., Inc. Hayward-Wolff Design, 13½′ x 72′ x 140′ with two 13½′ x 13½ x 140′ pontoons	Rig 44		Block 33, Ship Shoal area, for Kerr-McGee and Phillips
Kerr-McGee Oil Ind., Inc. 142′ x 69′ x 13′ 6″, with two 10′ x 11′ x 146′ pontoons	Rig 45	30-35′	Drilling in Block 46, Eugene Island, for The Texas Co.
Ocean Drilling & Exploration Company Hayward-Laborde Design, 14′ x 74′ x 220′, with 10′ x 30′ x 50′ pontoons (2)	"Mr. Charlie"	35′	Drilling for Shell, Block 27, South Pass Area
The Offshore Company DeLong Design, 8½′ x 70′ x 203′ with 12 6′ dia. caissons	Mobile Unit No. 1		Leased to Humble, at Grand Isle
The Offshore Company DeLong Design, 13½′ x 117′ x 220′, with 14 6′ dia. caissons	Mobile Unit No. 2	58′	Drilling for Phillips
American Tidelands, Inc. Alexander Shipyard Design, 12′ x 74′ x 200′ with four pontoons	"101"		Drilling in Block 77, Eugene Island Area for Humble
C. G. Glasscock Drilling Co. Bethlehem Design, 15′ x 80′ x 225′	"Mr. Gus"	47′	Drilling for Humble Oil & Refining Company, Block 772, Port Aransas, Texas
Ocean Drilling & Exploration Company Hayward-Laborde Design 10′ x 120′ x 180′	"John Hayward'	22′	Drilling for own account, State Lease 2761, Well A-1, Block 3, East Cameron Area
Southeastern Drilling Co. Friede & Goldman design 11′ x 90′ x 156′ with four pontoons	Unnamed		Contract let to Avondale Marine Ways, Inc. of New Orleans
The Offshore Company 12′ x 74′ x 200′, with four 6′ dia. caissons and four Delong jacks	Mobile Unit No. 3		Drilling for Sun Oil Company
Zapata Off-Shore Company LeTourneau Design, 20′ x 80′ x 140′, with three triangular legs.			LeTourneau-Vicksburg, to be completed in 1955

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The California Company 11′ x 90′ x 156′ with four 3′ x 10′ x 35′ pontoons.	S-44		South Pass Block 40
The California Company 11′ x 90′ x 156′, with four 3′ x 10′ x 35′ pontoons	S-45		Being Constructed
The California Company 12′ x 90′ x 190′, with four 4′ x 24′ x 50′ pontoons	S-55		Being constructed
Penrod Drilling Company California Company design. 150′ x 190′	Unnamed	To 70′	To be built by Bethlehem Shipyard, Beaumont
Delta Offshore Drilling Co. Friede & Goldman design, 156′ x 90′	Unnamed	To 25′	To be built by Avondale Marine Ways, New Orleans
Coral Drilling Company Friede & Goldman design, 180′ x 151′ x 12′ with four pontoons	Mr. Arthur	To 67′	To be built by Alabama Dry Dock, Mobile, by summer, 1956
Kerr-McGee Oil Ind., Inc. Design not reported.	Unnamed	To 70′	To be built by Ingalls Shipbuilding, Pascagoula, Miss.
Kerr-McGee Oil Ind., Inc. Design not reported.	Unnamed	To 70′	To be built by Consolidated Western Steel, Orange, Texas

Drilling Tenders

Owner CATC	Name	Water Depth	Present Status
Continental Oil Company	"J. C. Craig"	56′	Block 59, A-2, West Delta Area, Louisiana
Atlantic Refining Company ..			
Tide Water Assoc. Oil Co.			
Cities Production Corp. New tender, 260′ x 54′			
Same Companies as above New tender, 260′ x 54′	"Carle Sharp"	50′	Block 192, B-1, West Cameron Area, Louisiana
Same Companies as above New tender, 260′ x 54′	"Ernie Miller"	50′	West Delta, Block 44, Well A-2
Same Companies as above New tender, 260′ x 54′	"Jack Cleverley"		East Cameron, Block 62, Well A-1.
The California Company Converted LST, 328′ x 50′	S-21	42′	West Delta, Louisiana
The California Company Converted LST, 328′ x 50′	S-22	40′	West Delta, Louisiana
The California Company Converted LST, 328′ x 50′	S-23	24′	Main Pass, Louisiana
The California Company LST, 328′ x 50′	S-24	62′	South Pass, Louisiana
The California Company LST, 328′ x 50′	S-25	25′	Main Pass, Louisiana
The California Company LST, 328′ x 50′	S-26	38′	West Delta, Louisiana
Gulf Oil Corporation Converted LST, 328′ x 50′	"Eagle"	80′	Block 253, West Cameron Area
Gulf Oil Corporation New tender, 272′ x 60′	"Pelican"	101′	Block 180 Vermilion Area, Salt Dome Rig
Humble Oil & Refining Co. Converted LST, 328′ x 50′	ST-1	57′	South Pass
Humble Oil & Refining Co. Converted LST, 328′ x 50′	ST-2	60-65′	South Timbalier
Humble Oil & Refining Co. Converted LST, 328′ x 50′	ST-3	35-45′	Camanada Pass
Humble Oil & Refining Co. Converted LST, 328′ x 50′	ST-4	40-50′	Pelican Island
Humble Oil & Refining Co. Converted LST, 328′ x 50′	ST-5	40-50′	Grand Isle Area
Humble Oil & Refining Co. Converted LST, 328′ x 50′	ST-6	40-50′	Pelican Island
Humble Oil & Refining Co. Converted LST, 328′ x 50′	ST-7	40-50′	Grand Isle Area
Humble Oil & Refining Co. Converted LST, 328′ x 50′	ST-8	35-45′	Camanada Pass

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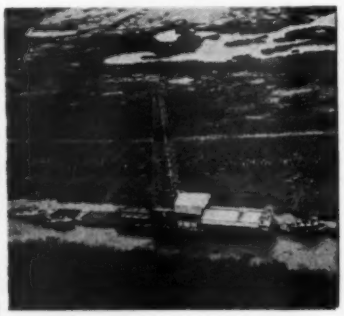

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Kerr-McGee Oil Ind., Inc. Converted YF, 260′ x 48′	"Kermac I"	43′	Drilling for Standard of Texas at Aransas Pass with Rig 16
Kerr-McGee Oil Ind., Inc. New tender, 250′ x 50′	"Kermac II"		Drilling at Pure's Block 212, Galveston Area
Kerr-McGee Oil Ind., Inc. Converted YF, 260′ x 48′	"Frank Phillips		Drilling at Block 18, Grand Isle Area, for Humble
Phillips Petroleum Company Converted YF, 260′ x 48′	"K. S. Adams"	32′	Bay Marchand, Block 22
Magnolia Petroleum Company Converted YF	MDT-1	20′	Block 89, Eugene Island Block 110 Field, Well I-2
Magnolia Petroleum Company Converted YF	MDT-2	35′	Well G-4, Eugene Island Block 126 Field, Block 126
Magnolia Petroleum Company Converted YF	MDT-3	31′	Block 114, Ship Shoal Block 113 Field, Well B-1
Magnolia Petroleum Company Converted YF	MDT-4	52′	Well A-2, Ship Shoal Block 114
Magnolia Petroleum Company Converted YF	MDT-5	50′	Well E-1, Block 64, Ship Shoal Block 72 Field
Magnolia Petroleum Company Converted YF	MDT-6	35′	Well I-6, Block 120, Eugene Island Block 126 Field
Magnolia Petroleum Company Converted YF	MDT-7	29′	Block 20, South Pelto Block 20 Field, Well C-4
Pure Oil Company Converted LST, 328′ x 50′	"R. W. McIlvain"		Out of service
Stanolind Oil & Gas Co. Converted LST, 328′ x 50′	No. 50		Block 144, B-4, Galveston Area
Zapata Off-Shore Company, Converted YF, 260′ x 48′	"Nola No. 1"		Drilling for Standard of Texas in Federal Block 52, High Island Area
Llano Drilling Company New tender, 260′ x 54′	Not announced		Being build by Levingston Shipbuilding Co.
Kerr-McGee Oil Ind., Inc. New tender, 250′ x 50′	Kermac III		Being constructed by Equitable Equipment Co., Madisonville, Louisiana
Same Companies As Above New tender, 264′ x 54′	Unnamed		To be built by Levingston Shipbuilding Co., Orange, by July, 1956
Reading & Bates, Inc.	Unnamed		To be built by Levingston, expected in April or May, 1956

Self-Contained Platforms

Company	Description	Year Built	Location	Depth of Water
CATC Continental Oil Co. Atlantic Refining Co. Tidewater Assoc. Oil Co. Cities Production Corp.	220′ x 106′	1955	Block 47 Grand Isle, La.	95′
Humble Oil & Refg. Co.	110′ x 206′	1947	Block 18 Grand Isle, La.	50′
Magnolia Petroleum Co.	75′ x 398′	1954	State Tract 10, S.W. of Sabine Pass, Texas	30′
Magnolia Petroleum Co.	52′ x 168′	1948	Block 119 Eugene Island Area, Well H-5	35′
Phillips Petroleum Co.	85′ x 140′	1955	Block 184, Eugene Island area, company tools	
Shell Oil Company	82′ x 197′	1955	Block 42, South Pass, La., (Loffland Bros. rig)	72′
Shell-Union	82′ x 196′	1955	Block 116 Eugene Island Area Platform A, being installed.	48′
The California Co.	"L" Structure		Bay Marchand, Louisiana	
Gulf Oil Corporation	120′ x 145′	1955	Block 154 Ship Shoal Area being built by Avondale Marine Ways, New Orleans	60′
Pure Oil Company	106′ x 50′	1955	Block 47, Eugene Island Area, Temporarily abandoned	22′
Max Pray	85′ x 195′	1955	Coon Pointe area	12′
May Pray	162′ x 70′ width at derrick, 120′ at pipe rack)	1955	Coon Pointe area	12′

News from the
SHIPYARDS

Drill Unit Ordered

Penrod Barge Will Operate In Water 70 Feet Deep

A $2.5 million deep water drilling unit will be built for Penrod Drilling Company of Dallas by Bethlehem Shipyard of Beaumont. Penrod, an H. L. Hunt company, awarded the construction contract to Bethlehem in late November

The self-stabilizing barge is for operation in open water up to 70 feet deep, and will be used in the Louisiana area of the Gulf of Mexico.

A single unit, the barge will be 190 feet long and 150 feet wide. It is to have storage space for drill pipe, drilling mud, fresh water, and other drilling needs, plus quarters for 50 men.

Four legs will be pushed down and imbedded in the ocean floor before the lower half of the unit is lowered.

Tender Scheduled

First Diesel-Electric Tender Being Built for Kerr-McGee

First diesel-electric drilling equipment to be mounted in a drill tender for tender-platform operations in the Gulf of Mexico is scheduled for **Kermac III,** now being built by Equitable Equipment Company, Inc., at its Madisonville, La., shipyard.

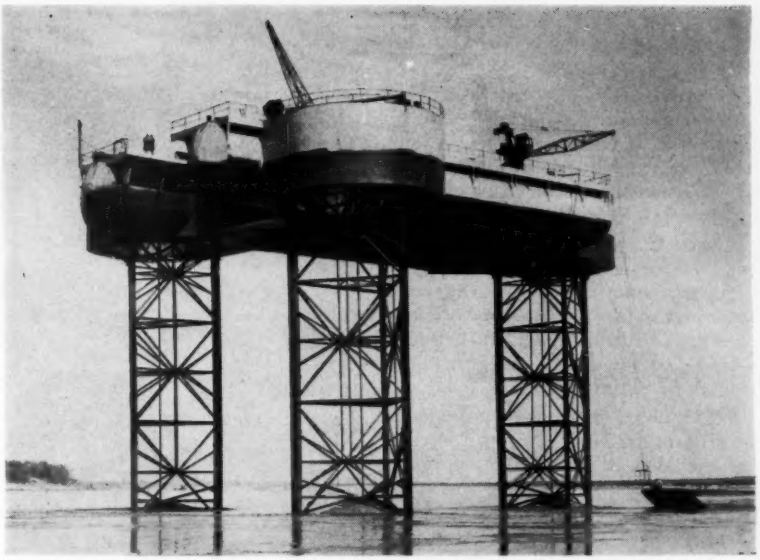
Except for the drilling equipment, the Kerr-McGee Oil Industries, Inc., tender will be similar to the company's **Kermac II,** which is 250' long with a 50' beam.

It is Kerr-McGee's fourth tender, and is expected to be ready by the end of March.

Unofficial rumor is that it will work for the CATC group upon completion.

Jackson Marine Service New Buda Distributor

Jackson Marine Service of Rockport, Texas, has been appointed marine distributors for the Buda Division of Allis-Chalmers Manufacturing Company, of Harvey, Illinois.



Zapata Off-Shore Company's new drilling unit testing its three sea-legs in a demonstration near Vicksburg, Mississippi.

Zapata Accepts Tripod Unit

In demonstration near Vicksburg LeTourneau platform lifts 8 million pounds on land, 5 million pounds in water

ZAPATA OFF-SHORE COMPANY has accepted the LeTourneau Mobile Drilling Platform, following tests on land and in the Mississippi River. Company President George H. W. Bush of Midland, Texas, announced the acceptance.

R. G. LeTourneau, Inc., designers and builders of the platform, demonstrated the unit at its construction site just outside Vicksburg, Mississippi. On land, the barge raised a load of 8 million pounds. In 33 feet of water, it raised 5 million pounds.

Equipping of the platform is expected to require about six weeks and will be done before it is towed

(Continued on next page)

NEW UTILITY CRAFT—This new offshore work boat, designed and built by Sewart Seacraft of Berwick, Louisiana, for Arthur Levy, is one of the most versatile crafts in the marine oil fields. With a length overall of 87 feet, it is designed for geophysical duty, to serve as a supply boat or do towing duty, or carry passengers for hire. It is currently serving as a shooting boat with a geophysical crew operating in the Sabine Pass area.

(Continued from page 31)

down the Mississippi to the Gulf of Mexico.

The three-legged platform can be raised and lowered at the rate of a foot a minute, and can drill in water up to 80 feet deep. It will be served by three 85-foot crew boats and a 135-foot self-propelled barge.

Construction of the LeTourneau unit was begun in November 1954, the same month the company was organized. Zapata Petroleum Corporation of Midland, of which Bush is vice president, is the offshore company's parent firm.

W. H. Dean of Houston, a pioneer in offshore drilling, is vice president and manager of operations for Zapata Off-Shore.

Delta To Get Barge

Avondale Building Four Units of Same Design

Delta Offshore Drilling Company has contracted with Avondale Marine Ways, Inc., of New Orleans for a mobile, submersible, self-stabilizing, elevated-deck drilling vessel for service in the Gulf.

With this order, Avondale now has contracts for four units of the same basic design—by Friede and Goldman, Inc., of New Orleans.

The Delta unit is for water 25 feet deep in open sea, and greater depths in more protected areas. Length overall is 156 feet, with a 90-foot beam. Southeastern Drilling Company of Dallas ordered a similar unit from Avondale in November.

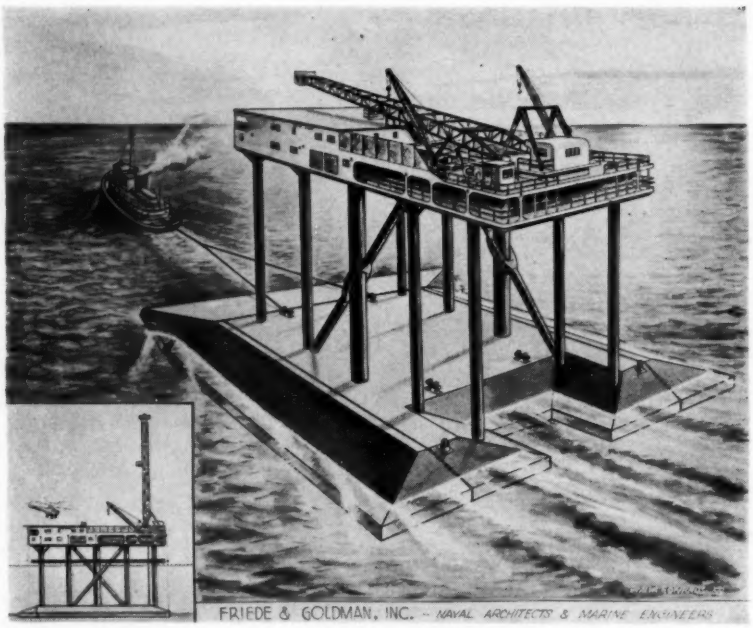
For 70-foot Water

Two Submersibles Planned By Kerr-McGee Oil Industries

It is understood that Kerr-McGee Oil Industries, Inc., has contracted with the Ingalls Shipbuilding Corporation of Pascagoula, Mississippi, for the construction of a submersible mobile drilling unit. The design of the unit has not been disclosed.

A duplicate unit is to be built by the American Bridge Division of Consolidated Western Steel at Orange, Texas, the reports say. The two units, to be rigs 46 and 47, are for water depths to 70 feet.

The company also has a drilling tender under construction at a New Orleans shipyard.



Artist's concept of Coral Drilling Company's MR. ARTHUR, deep-water submersible drill vessel recently announced by the Fort Worth firm.

Fort Worth Firm To Go Offshore

Submersible for 67 feet of water to be built by Alabama Dry Dock for Coral Drilling Company use

CORAL DRILLING COMPANY of Fort Worth, Texas, has awarded Alabama Dry Dock and Shipbuilding Company of Mobile, Alabama, a contract for a portable, self-stabilizing, submersible drilling vessel to operate in 67 feet of water in the open Gulf.

Construction has already begun.

The large unit was designed for Coral by Friede & Goldman, Inc., of New Orleans. It is the second such vessel build by Alabama Dry Dock and Shipbuilding Company to Friede and Goldman specifications.

General characteristics . . . Length overall, 180′; beam of hull, molded, 151′; depth of hull, 12′; draft under tow, 6′3″; slot length, 34′; slot width, 32′; height of lowest deck above hull, 82′; drilling complement, 44 men.

The vessel, to be christened **Mr. Arthur,** will be stabilized, when the hull is being lowered or raised, by four recessed pontoons operated hydraulically. Drilling and machinery decks are to be supported by fixed columns secured to the hull.

Adjustable fenders, supported by vertical steel bridge-type wire cables, will protect the structure and the tugs, supply ships, or barges which moor alongside.

Almost all machinery — except drilling, hotel plant and power generation items—will be located in the lower hull. Fuel oil, water, dry mud and cement will also be stored in the lower hull, the latter two items being conveyed by pneumatic means to the drilling deck.

Drilling equipment . . . Plans call for Brewster N-12 drawworks with two 1,000-hp pumps. The specially constructed cantilever full view mast will have a derrick rating of 1 million pounds lift, and be adjustable so that three holes may be drilled at one location without moving the vessel.

Depth potential is 20,000 feet.

Mud pumps, drawworks and rotary will be electric motor driven.

The ram columns, rams, and major parts of the load bearing members of the elevated structure will be constructed of high strength alloy "Tri-Ten" steel, made by U.S. Steel Corporation.

The submersible hull will incorporate a shaped bow section for efficient towing, and will be of the full anti-scouring design, with skirts, found most satisfactory for such service.

Mr. Arthur is expected to be completed and in service during the summer of 1956.

Tulsa Firm Lets Contract For Offshore Drill Tender

Contract for a drilling tender for Reading & Bates, Inc., Tulsa drilling contractors, has been let to Levingston Shipbuilding Company of Orange, Texas. The tender, 264' x 54', is to be leased to the CATC group.

Name for the new vessel has not yet been selected. Completion is expected by April or May, 1956.

No field personnel have been named for Reading & Bates' marine operations. President of the firm is J. W. Bates Jr.

Contract Awarded

Fifth Tender for CATC To Be Built by Levingston

CATC will get a fifth. The fifth drilling tender for the four-company offshore group has been ordered from Levingston Shipbuilding Company of Orange, Texas.

It will be similar to the group's four other tenders, the **J. C. Craig, Carle Sharp, Ernie Miller,** and **Jack Cleverley.** A name has not yet been chosen. Completion is expected by July, 1956.

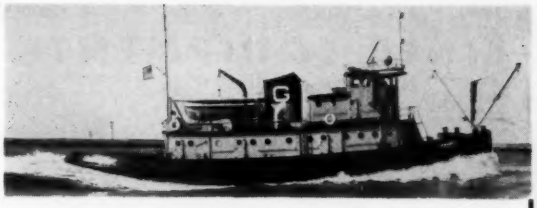
CATC companies are Continental, Atlantic Refining, Tide Water and Cities Service.

Guzzino Installs Flood Lights For Round-the-Clock Repairs

Guzzino Diesel Works has completed installation of a flood light system over their 100-foot wharf on the Berwick waterfront to increase efficiency of their round-the-clock service.

The company also installed an overhead crane on the dock for lifting motors from boats.

No. 466 of a Series



SUPER TUGS FOR SUPER TANKERS

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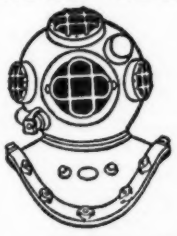

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SERVICE PERSONALITIES . . . . . In the News

New Application Engineer Named by Alco Products

Captain Thomas G. Reamy, USN, retired, has been named application engineer for Alco Products, Inc. Captain Reamy will be responsible for the application of Alco's diesel engines to general marine service. He will make his headquarters at Schenectady, New York.

Captain Reamy retired in October after more than 30 years of naval service. He received his master's degree in mechanical engineering from the University of California.

Todd Shipyards Announces Promotion of Lippincott

Carl M. Lippincott is now assistant general manager of the New Orleans Division of Todd Shipyards Corporation. He assumed his duties at New Orleans December 1.

He was promoted from the job of production, estimating, and planning engineer at the Los Angeles Division of Todd Shipyards.

John S. Smith Jr., New Orleans Division general manager, said in announcing the promotion that the company is augmenting its engineering staff at the plant because of increased activity.

"Oilwell" Makes 3 Personnel Changes in Louisiana Stores

Three appointments of Louisiana representatives have been announced by U. S. Steel's Oil Well Supply Division.

George L. Fabj, former city representative at Houston, was transferred to New Orleans in the same capacity. He had been in Houston since 1952.

Edison P. Thibodeaux is now field representative at New Iberia, where he has been employed by "Oilwell" since 1954.

Amos L. Savoy was similarly promoted to field representative at Eunice, where he joined "Oilwell" in 1954.

Wells General Chairman For SEG 1956 Convention

Kenneth R. Wells, vice president of General Geophysical Company, has accepted the position of general chairman of the Society of Exploration Geophysicists for the 1956 national convention, set for October 29-November 1 in New Orleans.

The SEG reports the 1956 convention may be one of the most important in its 26-year history, because 1956 is International Geophysical Year. An attendance of about 2,000 persons is anticipated, with the New Orleans meeting expected to have world-wide significance.

McEvoy Company Appoints Freeman Controls Engineer

Mathew L. Freeman is new Controls Division Engineer for McEvoy Company of Houston. He will supervise development of systems and equipment for automatic controls.

Freeman has been with McEvoy for nine years, having previously been Laboratory Design Engineer for Atlantic Refining Company.

McEvoy recently expanded its Controls Division for the second time in recent months in order to maintain closer liaison with users of automatic controls and furnish up-to-date and practical controls to conform to their needs.

Krause Sales and Service Engineer for McEvoy Co.

McEvoy Company of Houston has named William Krause Jr. sales and service engineer for Houston and surrounding area. Previously Krause was with an oil tool firm in the Houston area as assistant plant engineer.

He attended Texas A & M College and the University of Houston and got a B.S. degree in geology and petroleum engineering. A native Houstonian, he will headquarter there.

Jones & Laughlin Central Office for Gulf Coast Moved

Jones & Laughlin Supply Division has moved the central office of its Gulf Coast operations from the Melrose Building to the Texas National Bank Building, at Main and Polk streets. Both buildings are in Houston, the Texas National Bank Building having recently been completed.

Spurlock

West

Jones

Smith

Mid-Continent Supply Makes Four Houston Area Promotions

Four promotions in the Houston area are part of a mass personnel change announced by Mid-Continent Supply Company. The company made 18 promotions in the purchasing, tubular, and sales departments in order to meet expansion.

F. J. Spurlock was named Regional Tubular Manager for the Shreveport and Gulf Coast divisions, with headquarters in Houston.

W. I. West is now Division Sales Manager for the Gulf Coast area. Promoted to District Manager in charge of the Houston and Lake Charles stores was J. P. Jones, and A. W. Smith has taken over duties as Store Manager of the Houston store.

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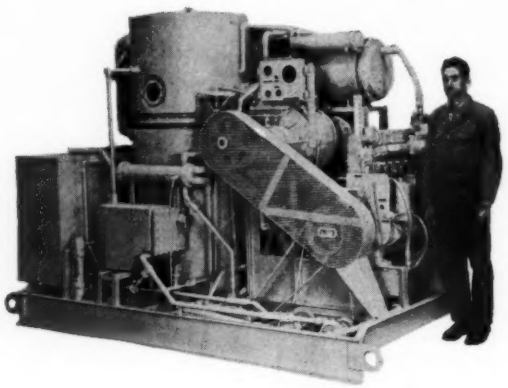

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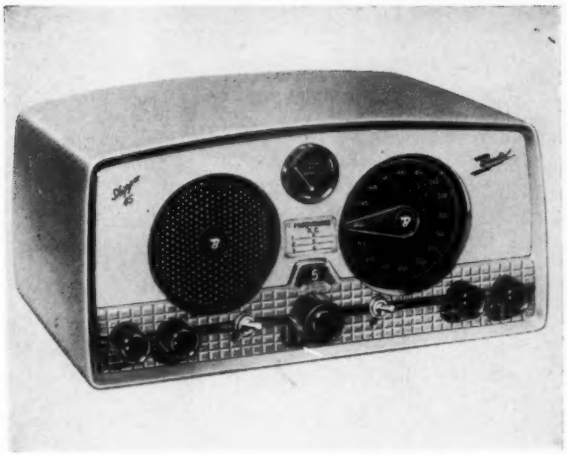

Bendix-Marine Announces Five New Marine Radio Telephones

Five completely new marine radio telephones have been announced by Bendix-Marine, of California. Compact and different in outward appearance, they have entirely new circuitry designs with improved sensitivity, selectivity, and noise limiting.

They have the advantage of modern etched circuitry. Power ranges are 28, 45, 70, 140, and 250 watts, with the lower powered units having six channels, the higher ones eight.

An illuminated channel indicator which gives clear indication of channel being used at night is featured.

They have provision for installation of remote channel switching, and overall design complies with all present and impending FPC regulations. Frequency range is from 2,000-6,000 KC, with higher frequencies available. The radios operate on all ship voltages.

— For more information check ITEM 1 on Inquiry Card —

Fishing, Drilling, Producing Tools Described in Bowen Co. Catalog

Bowen Company of Texas, Inc., has put out a new 68-page catalog of its oil well drilling, fishing, and producing specialties. The book covers major models of overshots, spears, cutters, casing patches, scrapers, a patented hydraulic rotary jar, fishing and drilling bumper subs, safety joints, line wipers, and wide line equipment.

Sections of the catalog describe construction, assembly, operation, and maintenance of each tool, together with illustrations of working parts and prices.

New types of equipment listed include a wire line weight indicator and a wire line blowout preventer.

— For more information check ITEM 2 on Inquiry Card —

Coastal Metals of New Jersey Has Hardsurfacing Alloy Line

A new line of hardsurfacing alloys to meet the growing demand for higher-alloy hardsurfacing at low prices has been developed by Coast Metals, Inc., of New Jersey.

The materials consist of alloy-filled tubes, either in coils for automatic welding or cut to length for manual application. The alloys and methods of their manufacture were developed through two years of research and field test.

— For more information check ITEM 3 on Inquiry Card —

Three Catalogs on Hoses, Fittings Now Available from Anchor Coupling

Three new catalogs have been brought out by Anchor Coupling Company, Inc., of Libertyville, Illinois.

One describes a wide range of factory assembled high, medium, and low pressure hose assemblies for hydraulic, suction return and general applications. It includes flow charts, a nomographic chart, thread information, methods of computing lengths of hose assemblies, etc.

A second presents their line of adapter unions, pipe fittings and boss and bulkhead adapter unions. It is complete with dimensional diagrams and engineering aids.

The third provides information on reusable and clamp type couplings and hose assemblies for high, medium, and low pressure applications.

— For more information check ITEM 4 on Inquiry Card —

USE THIS CARD

For further information on NEW EQUIPMENT items appearing in

Offshore

NEW EQUIPMENT INFORMATION

FOR ADDITIONAL INFORMATION on any new equipment item published in OFFSHORE, check ITEM NO. ✓ the corresponding number on this card.

ITEM NO. 1	ITEM NO. 2	ITEM NO. 3	ITEM NO. 4	ITEM NO. 5	ITEM NO. 6	ITEM NO. 7	ITEM NO. 8
ITEM NO. 9	ITEM NO. 10	ITEM NO. 11	ITEM NO. 12	ITEM NO. 13	ITEM NO. 14	ITEM NO. 15	ITEM NO. 16

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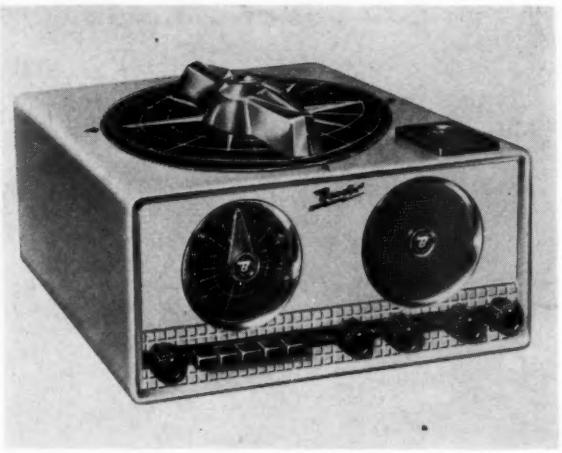
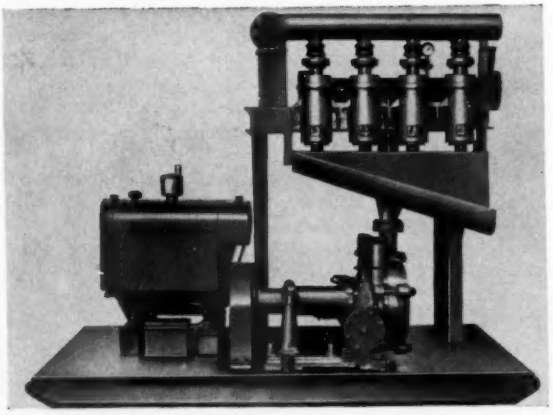


Bendix Radio Direction Finder Especially Useful for Beginners

A low cost radio direction finder, the Bendix Radio Navigator, has quick and accurate tuning by push buttons on all bands. It is the only direction finder with this feature, and especially useful for beginners not trained to identify coded beacon signals.

Designed for permanent installation, it is compact in size. Bendix reports the Navigator has sharp and extremely accurate indication. A flat type antenna rises less than two inches above the top of the housing



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surface. A null meter is mounted in the case as standard equipment.

Reception is on three bands: broadcast, marine, and beacon. It may be powered by either six or 12 volts.

— For more information check ITEM 5 on Inquiry Card —

McEvoy Issues Dual Completion Catalog, Casing Hanger Bulletin

Two new publications have been announced by McEvoy Company of Houston, manufacturers of oil field equipment.

One catalog furnishes complete information on dual completion equipment, including dual trees, dual bore valves, combination valve and tee, and parallel string well completion accessories.

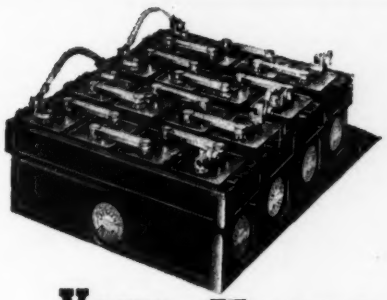
A bulletin for immediate distribution is on McEvoy "Control Friction" casing hangers.

— For more information check ITEM 6 on Inquiry Card —

Weight Indicators Discussed By Martin-Decker Corp. Brochure

A brochure recently issued by Martin-Decker Corporation discusses the pros and cons of different types of weight indicators. Entitled "How Your Weight Indicator Works—A Non-technical Discussion of Weight Indicators for the Man on the Rig Floor," it details simple hydraulic principles and factors that affect weight indicator readings. It is free.

— For more information check ITEM 7 on Inquiry Card —



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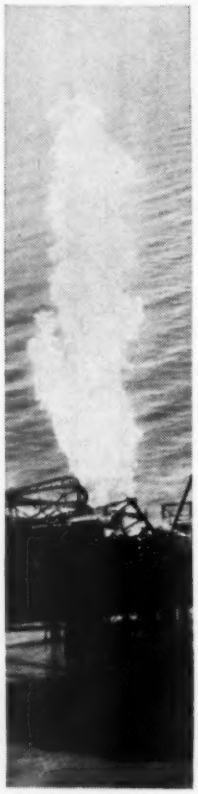

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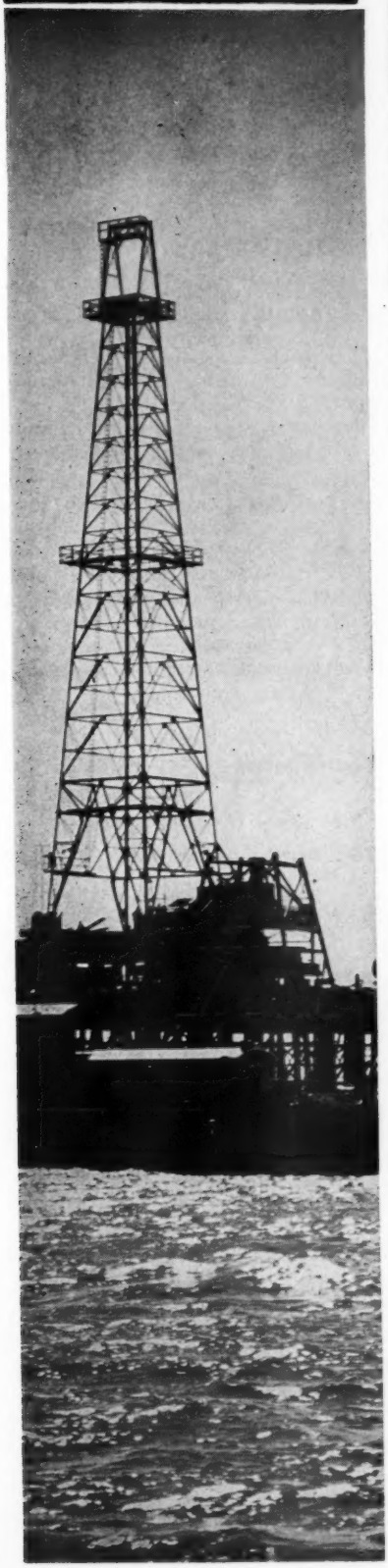

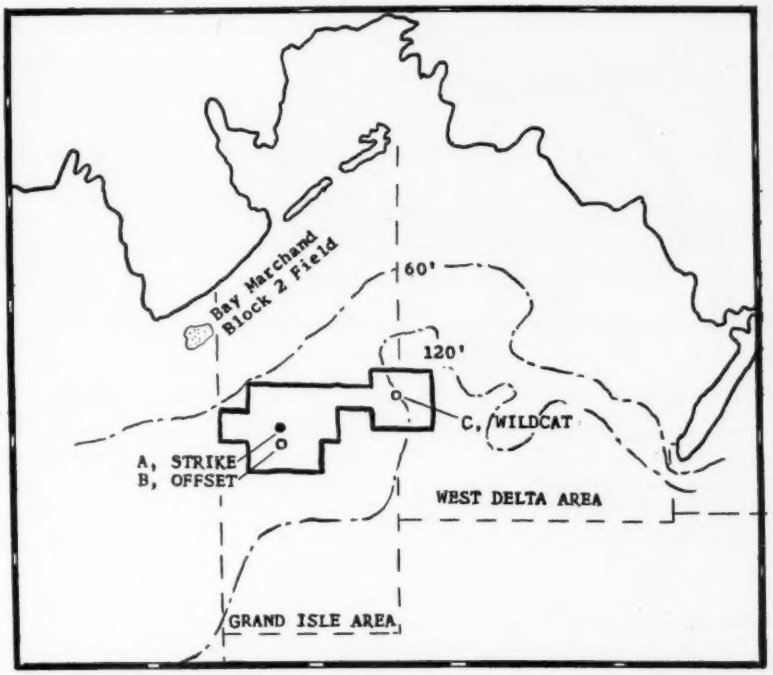

Leases held by the CATC group in the vicinity of their recent strike in 97-foot water. A) The discovery, No. 1-A State Lease 953, in Block 47. B) No. 2-A, 16,000-foot wildcat to be drilled from the same platform but to bottom at a point 3,000 feet south of No. 1-A. C) No. U-A-1-OCS-0175, 15,000-foot wildcat to be drilled in Block 43. Note proximity of the 120-foot depth line to this test.

New Deep Water Mark Set

Prolific strike off Jefferson Parish more than 15 miles from production, in 97-foot water in Grand Isle Area

The CATC group has completed its Number A-1 State 953 Unit well in the Grand Isle Area as a prolific dual strike. The discovery until recently was in the deepest water offshore operations had been undertaken in, and does hold the record water depth for a productive oil well.

It is in Block 47, 15 miles from the nearest production and 20 miles off Jefferson Parish, Louisiana.

On completion test it flowed at the rate of 410 barrels of 37 gravity oil through a 10/64-inch choke and perforations between 13,614-620 feet. Flow through the same choke and perforations between 9,868-74 feet was at the rate of 348 barrels of 33 gravity oil daily.

The strike was drilled in 97 feet of water from the group's $1.5 million self-contained platform.

CATC has a block of more than 50,000 acres under lease in the immediate area.

CATC Completes Dual Discovery

Offset staked to West Delta Block 45 prospector which has combined potential of 581 barrels daily

The CATC group (Continental, Atlantic Refining, Tide Water, and Cities Service) has a new dual oil discovery in Block 45 of the West Delta Area off Plaquemines Parish, and has staked an offset to it.

Their Number 1-A State Lease 970 flowed 228 barrels of 23.9 gravity oil daily through a 9/64-inch choke and perforations between 5,746-60 feet. Tubing pressure was 750 pounds.

It also flowed 353 barrels of 29.9 gravity oil daily through a 9/64-

(Continued on next page)

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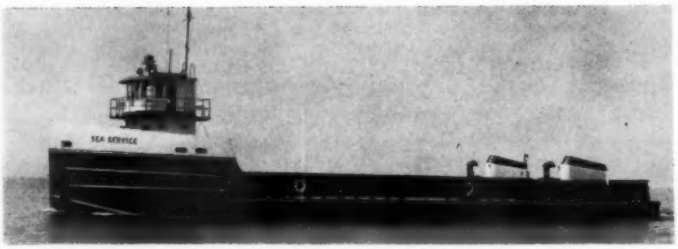

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(Continued from page 41)

inch choke and perforations between 7,313-350 feet. Tubing pressure was 2,050 pounds. Gas-oil ratio was 389-1.

The Number 2-A State Lease 969, to bottom at a point 1,400 feet west of the surface location of the discovery well, will go to 8,000 feet in Block 44.

Florida

Florida Offshore Prospector Abandoned by Gulf Oil Corp.

A wildcat offshore from Monroe County, Florida, has been abandoned by Gulf Oil Corporation. The test, Number 1 State of Florida (Lease 826-G), is seven miles south of East Cape.

Total depth was 12,631 feet, and electric log was run to 12,630 feet.

A 13-hour drillstem test between 10,514-12,631 feet recovered 8,841 feet of salt water, no trace of oil.

Minor oil shows and zones with sour gas odor were encountered in non-commercial quantities. No tops or bases were reported.

Louisiana

Ship Shoal Discovery Flows 208 Barrels of Oil Daily

A 208-barrel strike in the Ship Shoal Area off Terrebonne Parish has been finaled by Ocean Drilling & Exploration Company of New Orleans. The discovery, Number 1-A State Lease 1527, is about six miles southwest of the Lake Pelto field, and in Block 67.

Flow was through an 8/64-inch choke and perforations between 12,-137-141 feet. Flowing pressure was 2,750 pounds. Gas-oil ratio was 971-1, gravity of the oil 32.2.

The test went to 12,175 feet, where seven-inch casing was set.

Gulf Sets Two New Records With Vermilion Prospector

Two new offshore marks are now held by Gulf Oil Corporation's Number 1 OCS 0452-Block 180, in the Vermilion Area off Vermilion Parish. The test is approximately 50 miles from shore, exceeding the previous distance-from-shore record holder, Gulf's prospector in Block

253 of the West Cameron Area, 48 miles out.

The Vemilion wildcat is also in 101 feet of water, four feet deeper than a CATC wildcat in Block 47 of the Grand Isle Area. The CATC test was recently completed as the producer in the deepest water.

Deep Production Record May Drop by 3,946 Feet

The world's deepest well now threatens to set a new depth of production mark 3,946 feet below the current deep producer.

Richardson & Bass, Freeport Sulphur Company, and John W. Mecom No. 1 LL&E-Humble "L" accidentally pumped oil from between 21,520-605 feet.

A completion attempt may be made from that section.

Deepest well currently producing is Shell's No. 1 Claudia B. Patout in the Weeks Island field of Iberia Parish, with lowest perforations between 17,581-84 feet.

Gravity of the oil from the deepest section in No. 1 LL&E-Humble "L" was 30.7, remarkably low for the deep horizon it came from. Oil from Shell's deepest producer has a gravity of 40.5.

The Richardson & Bass prospector was at total depth of 22,559 feet when oil was recovered. It broke the previous deep drilling mark when it passed 21,482 feet.

Texas

Magnolia Gets Gas Strike In High Island Block 10-L

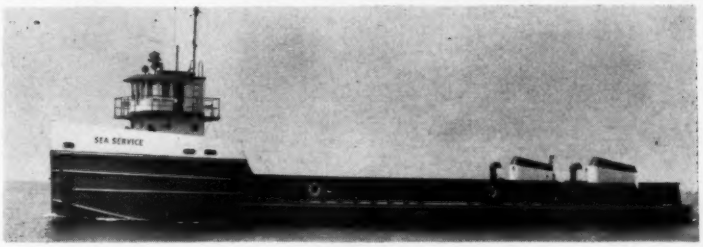
Magnolia Petroleum Company has finaled its No. A-4 Texas Gulf, Tract 10, as a prolific gas discovery and new pay opener in the High Island Block 10-L Gulf field, 10 miles southwest of Sabine Pass.

Calculated open flow was 26,000,000 cubic feet of gas daily, through perforations between 7,731-46 feet.

Gas-liquid ratio was 156,500-1. Flowing pressure was 2,601 pounds; shut-in pressure in an unreported time, 2,827 pounds.

Humble Seeks Drilling Permit For Texas Offshore Blocks

An Army Corps of Engineers permit to erect structures in the Gulf of Mexico is being sought by Humble Oil & Refining Company for federal blocks 253, the northwest quarter of 271, and 272, about 23 miles south of Galveston. The blocks are approximately 12 miles from shore.



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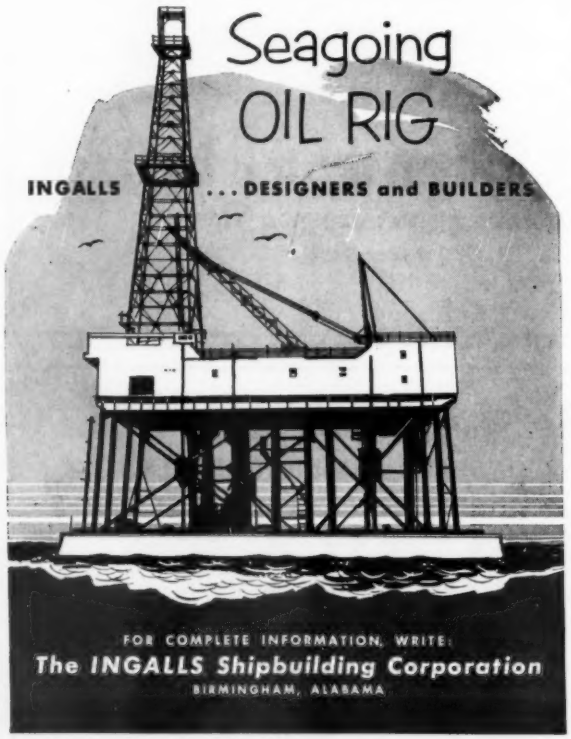

BLACKIE DRILLING COMPANY barge on location of Harrison-Olin-Hunt Number 2 State Lease 2094, confirmation test in the Lake Enfermer gas field of Louisiana.

OFFSHORE LOCATIONS

LOUISIANA

Cameron Parish: Continental Oil Co. (CATC) 1-D OCS 0187, wildcat. East Cameron Block 83. Proposed depth 14,000 feet.

Iberia Parish: Magnolia Petroleum Co. I-2 State Lease 681-OCS 044-Block 89, Eugene Island Block 110. Block 89, Eugene Island Area. Proposed depth 12,000 feet.

Jefferson Parish: Humble Oil & Refining Co. 2 State Lease 800, Grand Isle Block 16 stratigraphic test. Block 17, Grand Isle Area. Proposed depth 2,500 feet.

Jefferson Parish: Humble Oil & Refining Co. J-4 State Lease 804, Grand Isle Block 16. Block 23, Grand Isle Area. Proposed depth 10,000 feet.

Jefferson Parish: Humble Oil & Refining Co. 2-H State Lease 795 (OCS 0368) Block 8, Grand Isle Block 18. Block 7 Grand Isle Area. Proposed depth 15,200 feet, side track out of No. 1-H 796 hole.

Jefferson Parish: Continental Oil Co. (CATC) U-A-1-OCS-0175, wildcat. Grand Isle Block 43. Proposed depth 15,000 feet.

Jefferson Parish: Humble Oil & Refining Co. J-4 State Lease 804, Grand Isle Block 16. Grand Isle Block 23. Proposed depth 10,000 feet.

Lafourche Parish: Phillips Petroleum Co. 1-B State Lease 1368 (OCS 0222) Block 4, Bay Marchand Block 2. Block 4, Bay Marchand Area. Proposed depth 8,500 feet.

Lafourche Parish: The California Co. 1-L Louisiana State 1367 (OCS 0370) Block 3, Bay Marchand Block 2. Block 3, Bay Marchand Area. Proposed depth 4,300 feet.

Lafourche Parish: The California Co. L-2 Louisiana State 1365-Block 3, Bay Marchand Block 2. Block 3, Bay Marchand Area. Proposed depth 5,000 feet.

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Lafourche Parish: The California Co. L-3 Louisiana State 1366 OCS 0369-Block 2, Bay Marchand Block 2. Block 2, Bay Marchand Area. Proposed depth 4,650 feet.

Plaquemines Parish: Humble Oil & Refining Co. 1-J State Lease 819 OCS 026, West Delta Block 30. Block 30, West Delta Area. Proposed depth 8,500 feet.

Plaquemines Parish: The California Co. 7-A Louisiana State 1069 (OCS 0385), West Delta Block 30. Block 29, West Delta Area. Proposed depth, 6,000 feet.

Plaquemines Parish: The Calfornia Co. 2-B State Lease 1069 (OCS 0385), West Delta Block 30. Block 29, West Delta Area. Proposed depth 9,200 feet.

Plaquemines Parish: Continental (CATC) 2-A State Lease 969, West Delta Block 30. Block 45, West Delta Area. Proposed depth 8,000 feet.

Plaquemines Parish: The California Co. 1-C State Lease 1069 OCS 0385, West Delta Block 30. Block 29, West Delta Area. Proposed depth 9,000 feet.

Plaquemines Parish: Shell Oil Co. 11 State Lease 1355, Main Pass Block 69. Block 80 Main Pass Area. Proposed depth 8,300 feet.

Plaquemines Parish: The California Co. 10-A Louisiana State 1354, Main Pass Block 69. Block 68, Main Pass Area. Proposed depth 7,140 feet.

Plaquemines Parish: The California Co. 5-G State Lease 1277 OCS 0371, Main Pass Block 69. Block 68, Main Pass Area. Proposed depth 8,300 feet.

Plaquemines Parish: The California Co. 4-G State Lease 1277, Main Pass Block 69. Block 68, Main Pass Area. Proposed depth 6,600 feet.

Plaquemines Parish: Shell Oil Co. 33 State Lease 998, South Pass Block 24. Block 11, South Pass Area. Proposed depth 7,350 feet.

Plaquemines Parish: Shell Oil Co. 27 State Lease 1008, South Pass Block 24. Block 24, South Pass Area. Proposed depth 6,800 feet.

Plaquemines Parish: Shell Oil Co. 28 State Lease 1008-OCS 0350, South Pass Block 24. Block 24, South Pass Area. Proposed depth 6,800 feet.

Plaquemines Parish: Shell Oil Co. 13 State Lease 998, South Pass Block 24. Block 11, South Pass Area. Proposed depth 7,350 feet.

Plaquemines Parish: Shell Oil Co. 25 State Lease 1008, South Pass Block 24. Block 24 South Pass Area. Proposed depth 8,200 feet.

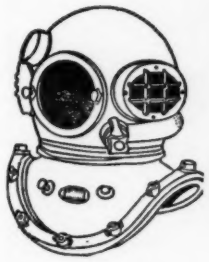
Plaquemines Parish: Shell Oil Co. 31 State Lease 998, South Pass Block 24. Block 11 South Pass Area. Proposed depth 8,200 feet.

Plaquemines Parish: Shell Oil Co. 5 Louisiana State 1012, South Pass Block 27. Block 28, South Pass Area. Proposed depth 7,600 feet.

Plaquemines Parish: Shell Oil Co. 3 Louisiana State 1011 (OCS 0352), South Pass Block 27. Block 27, South Pass Area. Proposed depth 11,000 feet.

Plaquemines Parish: Continental (CATC) 2-A State Lease 969 (OCS), West Delta Block 45. Block 45, West Delta Area. Proposed depth 8,000 feet.

(Continued on next page)



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(Continued from page 45)

Plaquemines Parish: Continental Oil Co. (CATC) 1-A State Lease 1072, wildcat. West Delta Block 56. Contract depth not reported.

Plaquemines Parish: Continental Oil Co. (CATC) 1 State Lease 987, wildcat. West Delta Block 82. Proposed depth 12,000 feet.

Plaquemines Parish: The California Co. 5-G State Lease 1277 OCS 0371, Main Pass Block 69. Block 68 Main Pass Area. Proposed depth unreported.

Plaquemines Parish: Shell Oil Co. 33 State Lease 998, South Pass Block 24. Block 11, South Pass Area. Proposed depth 7,350 feet.

Plaquemines Parish: Shell Oil Co. 27 State Lease 1008, South Pass Block 24. Block 24, South Pass Area. Proposed depth 6,800 feet.

Plaquemines Parish: Shell Oil Co. 28 State Lease 1008-OCS 0350, South Pass Block 24. Block 24, South Pass Area. Proposed depth 6,800 feet.

Plaquemines Parish: The California Co. 1-C State Lease 1069 OCS 0385, West Delta Block 30. Block 23 West Delta Area. Proposed depth 9,000 feet.

Plaquemines Parish: Shell Oil Co. 10 State Lease 1012-OCS 0353, South Pass Block 27. Block 28 South Pass Area. Proposed depth 10,000 feet.

Plaquemines Parish: Continental Oil Co. (CATC) 2-A State Lease 969, West Delta Block 30. Block 45 West Delta Area. Proposed depth 8,000 feet.

St. Mary Parish: Sinclair Oil & Gas Co. 1-A OCS 0438-Block 175, wildcat. Block 175, Eugene Island Area. Proposed depth 14,500 feet.

St. Mary Parish: The Texas Co. 1 USA OCS 0312, wildcat. Block 27, Eugene Island Area. Proposed depth 12,000 feet.

St. Mary Parish: Shell Oil Co. 2 State Lease 1666 (OCS 0358) Block 14, Eugene Island Block 18. Block 14, Eugene Island Area. Proposed depth 10,750 feet.

St. Mary Parish: Magnolia Petroleum Co. G-4 State Lease 694 (OCS 052) Block 126, Eugene Island Block 126. Block 126, Eugene Island Area. Proposed depth 5,000 feet.

St. Mary Parish: Shell Oil Co. 2 State Lease 1666, Eugene Island Block 18. Block 14, Eugene Island Area. Proposed depth 10,750 feet.

St. Mary Parish: Magnolia Petroleum Co. I-7 State Lease 692 (OCS 050) Block 119, Eugene Island Block 126. Block 120 Eugene Island Area. Proposed depth 11,500 feet.

Terrebonne Parish: Gulf Refining Co. 1-C OCS 0420, Ship shoal Block 154. Block 154, Ship Shoal Area. Proposed depth 5,000 feet.

Terrebonne Parish: Humble Oil & Refining Co. 4-A State Lease 1035 (OCS 019) Block 54, South Timbalier Block 54. Block 54, South Timbalier Area. Proposed depth 7,500 feet.

Terrebonne Parish: Magnolia Petroleum Co. 2-B State Lease 770, Ship Shoal Block 113. Block 93, Ship Shoal Area. Proposed depth 12,000 feet.

Terrebonne Parish: Magnolia Petroleum Co. 2-E State Lease 763 OCS 057-Block 64, Ship Shoal Block 72. Block 72 Ship Shoal Area. Proposed depth 12,000 feet.

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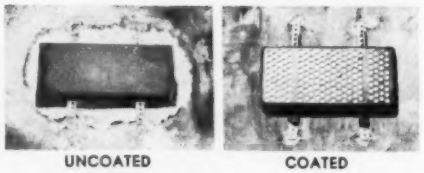

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Terrebonne Parish: Humble Oil & Refining Co. 4-A State Lease 1035, South Timbalier Block 54. Block 54 South Timbalier Area. Proposed depth 7,500 feet.

Terrebonne Parish: Kerr-McGee Oil Industries, Inc., 1-E State Lease 752-OCS 0333-Block 30, Ship Shoal Block 32. Block 30 Ship Shoal Area. Proposed depth 7,000 feet.

Vermilion Parish: Pure Oil Co. 1-D State Lease 880, Vermilion Block 39. Block 39, Vermilion Area. Proposed depth 13,500 feet.

Vermilion Parish: Pure Oil Co. 1-D State Lease 880, Vermilion Block 39. Block 39 Vermilion Area. Proposed depth 13,500 feet.

OFFSHORE COMPLETIONS

TEXAS

Galveston County: Stanolind Oil & Gas Co. B-3 OCS 0279, 31604, wild cat. Dry Hole. TD 7,593 feet. To plug back and sidetrack B-4 around 2,800 feet. Block 144.

Jefferson County: Magnolia Petroleum Co. A-4 Texas Gulf Tract 10, High Island Block 10-L Gulf. New Pay Opener, Gas-distillate. TD 11,489 feet, PB 7,749 feet, perfd. 7,731-46 feet. IPF 26,000,000 CFGD. GLR 156,500-1. Block 10 High Island Area.

LOUISIANA

Cameron Parish: Gulf Refining Co. 2-A OCS 0411 (Block 104), wildcat. Dry hole. Block 104, East Cameron Area. Total depth 6,285 feet.

Iberia Parish: Magnolia Petroleum Co. 1-I State Lease 681-Block 89, Eugene Island Block 110. Dry Hole. Total depth 12,000 feet.

Jefferson Parish: Humble Oil & Refining Co. 2-F State Lease 797, Grand Isle Block 18. Oil Well. TD 12,145 feet in sidetrack hole, perfd. 9,558-600 feet. IPF 223.56 BOD on 1/8-inch choke. Gra. 25.6. GOR 445-1. Block 9, Grand Isle Area.

Lafourche Parish: The California Co. 8-K Louisiana State 1367 (OCS 0370), Bay Marchand Block 2. Oil Well. TD 7,160 feet, perfd. 4,660-80 feet. IPF 154 BOD on 48/64-inch choke. Gra. 27.8. GOR 195-1. T/salt 7,148 feet. Block 3, Bay Marchand Area.

Lafourche Parish: Phillips Petroleum Co. 1-A State Lease 1238 OCS 0164, wildcat. Dry Hole. TD 9,522 feet, ran log, Block 22, South Timbalier Area.

Plaquemines Parish: Shell Oil Co. 20 State Lease 1009, South Pass Block 24. Junked Hole. TD 2,025 feet, moved rig over to drill No. 20-A State Lease 1009. Block 25, South Pass Area.

Plaquemines Parish: Shell Oil Co. 20-A State Lease 1009, South Pass Block 24. Oil Well. TD 8,702 feet, perfd. 8,147-58 feet. IPF 252 BOD on 9/64-inch choke. Gra. 31.8. GOR 283-1. Sidetrack out of No. 20 State Lease 1009 hole. Block 25, South Pass Area.

(Continued on next page)

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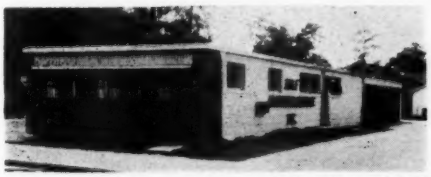

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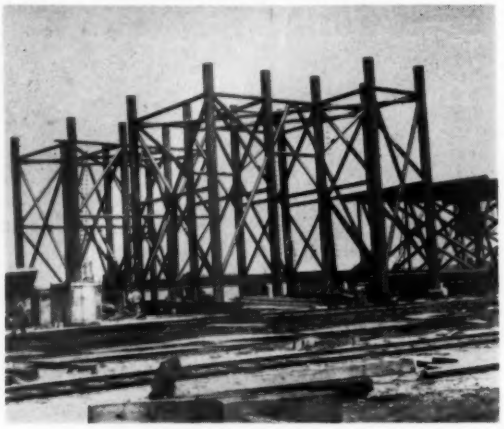

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(Continued from page 47)

Plaquemines Parish: Humble Oil & Refining Co. 2-E State Lease 820-Block 31, West Delta Block 30. Dual Oil Well. TD 9,703 feet. Perfd. 8,648-73 feet, IPF 194.6 BOD and 118,500 CFGD on 1/8-inch choke, through tubing. Gra. 31.7. Perfd. 8,506-31 feet, IPF 196 BOD and 83,700 CFGD on 1/8-inch choke, through casing. Gra. 32-1. Block 31, West Delta Area.

Plaquemines Parish: Continental Oil Co. (CATC) 13 State Lease 978, West Delta Block 53. Dry Hole. TD 6,470 feet in shale and sand. Block 53, West Delta Area.

Plaquemines Parish: The California Co. 3-G Louisiana State 1277, Main Pass Block 69. Oil Well. TD 6,953 feet, perfd. 6,732-36 feet and 6,740-44 feet. IPF 182 BOD and 107,000 CFGD on 9/64-inch choke. Gra. 31.4. GOR 599-1. Block 68, Main Pass Area.

Plaquemines Parish: Continental Oil Co. (CATC) 16 State Lease 978, West Delta Block 53. Idle Operation. TD 6,480 feet. Perfd. 6,359-53 feet, 6,366-69 feet, and 6,372-78 feet. IPF, shut down. Sanded up. Moved in swabbing unit, moved off rig, and will republish when potential taken. Block 53, West Delta Area.

Plaquemines Parish: Shell Oil Co. 8 State Lease 1012 (OCS 0353), South Pass Block 27. Oil Well. TD 7,700 feet, perfd. 7,411-19 feet. IPF 238 BOD on 9/64-inch choke. Gra. 31. GOR 760-1. Block 28, South Pass Area.

Plaquemines Parish: The California Co. 1 State Lease 2566, wildcat. Dry Hole. TD 12,231 feet. Block 41, South Pass Area.

Plaquemines Parish: Continental Oil Co. (CATC) 1-A State Lease 970, wildcat. Dual Oil Strike. TD 12,315 feet. Perfs. 7,313.50 feet, IPF 353 BOD on 9/64-inch choke. Gra. 29.9. GOR 389-1. Perfs. 5,746-60 feet, IPF 228 BOD on 9/64-inch choke. Gra. 23.9. GOR 170-1. Block 45 West Delta Area.

St. Mary Parish: Shell Oil Co. 3 State Lease 1356 (OCS 0356) Block 18, Eugene Island Block 18. Oil Well. TD 10,500 feet in shale, perfd. 6,924-29 feet. IPF 140 BOD and 265,000 CFGD on 9/64-inch choke. This is not an official potential, will publish when state gauge is reported. Block 18, Eugene Island Area.

St. Mary Parish: Shell Oil Co. 4 State Lease 1536-Block 18, Eugene Island Block 18. Oil Well. TD 10,471 feet, perfd. 9,369-74 feet. IPF 306 BOD and 199 MCFGPD on 9/64-inch choke. Gra. 37.7. GOR 650-1.

St. Mary Parish: Magnolia Petroleum Co. I-6 State Lease 682-OCS 050, Eugene Island Block 26. Dry Hole. TD 10,559 feet in salt. Block 119 Eugene Island Area.

St. Mary Parish: Magnolia Petroleum Co. 1-K State Lease 691-Block 119, Eugene Island Block 126. Oil Well. TD 8,893 feet, perfd. 6,468-80 feet. IPF 330 BOD on 12/64-inch choke. Gra. 38.1. GOR 492-1. Block 119 Eugene Island Area.

Terrebonne Parish: Magnolia Petroleum Co. 2-D State Lease 791, South Pelto Block 20. Oil Well. TD 10,828 feet in salt, perfd. 9,266-72 feet, 9,292-8 feet, and 9,788-94 feet. IPF 498 BOD on 12/64-inch choke. Gra. 35. GOR 524-1. Block 11, South Pelto Area.

Terrebonne Parish: Ocean Drilling & Exploration Co. 1-A State Lease 1527, wildcat. Oil Discovery. TD 12,175 feet, perfd. 12,137-41 feet. IPF 208 BOD on 8/64-inch choke. Gra. 32.2. GOR 971-1. Block 67 Ship Shoal Area.

Terrebonne Parish: Humble Oil & Refining Co. 3-A State Lease 1035, South Timbalier Block 54. Dry Hole. TD 7,671 feet in deviated hole. Block 54 South Timbalier Area.

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The Slush Pit . . .

The newlyweds came down from their hotel suite on the fourth day of their honeymoon. When the waiter asked for their orders, the new bride told her husband: "You know what I like, honey."

"Yes, darling," was his reply, "but we have to eat sometime."

The family was having gardening problems and the wife told her toolpusher husband that he ought to do something about their lawn, which was all dried up and turning brown. He replied: "Okay dear, I'll spread some manure on it tomorrow."

Later the couple's grown daughter told her mother: "That word 'manure' is disgusting. I do wish you would tell daddy to say 'fertilizer'."

Replied the mother: "Believe me, I had enough trouble teaching him to say 'manure'."

A realty agent got a phone call from a young oilfield hand looking for an apartment. "What kind of a place do you want?" he inquired.

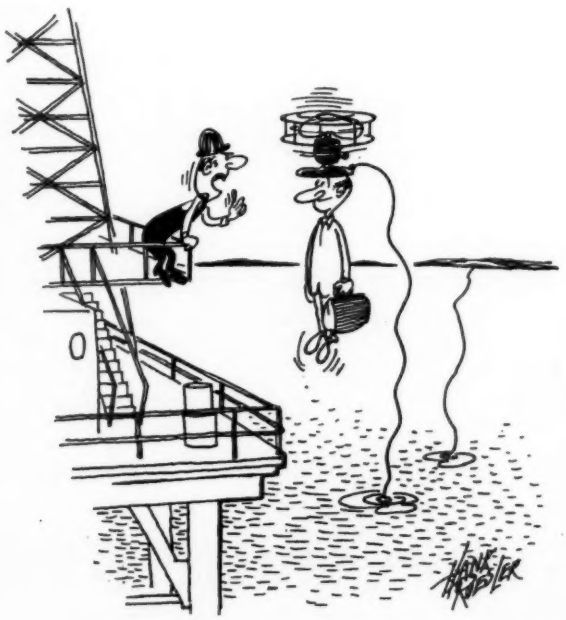
"Ah, just a small place big enough to lay my hat and a few friends."

The gust of wind had lifted the attractive young lady's skirt almost to her neckline. The driller on the corner emitted a loud, appreciative whistle.

Embarrassed but belligerent, the young lady snapped: "It's obvious that you aren't a gentleman!"

"Well, it's obvious that you're not either," he replied.

When the roughneck and his lady registered at the hotel, he told the clerk: "Never mind the bell boy—all I have is an overnight bag."



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